

# cranes & access



July/August 2024 Vol.26 issue 4

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**TOWER  
CRANES**

**SCISSOR LIFTS**

**GLASS  
HANDLING**

**VERTIKAL DAYS  
PREVIEW**

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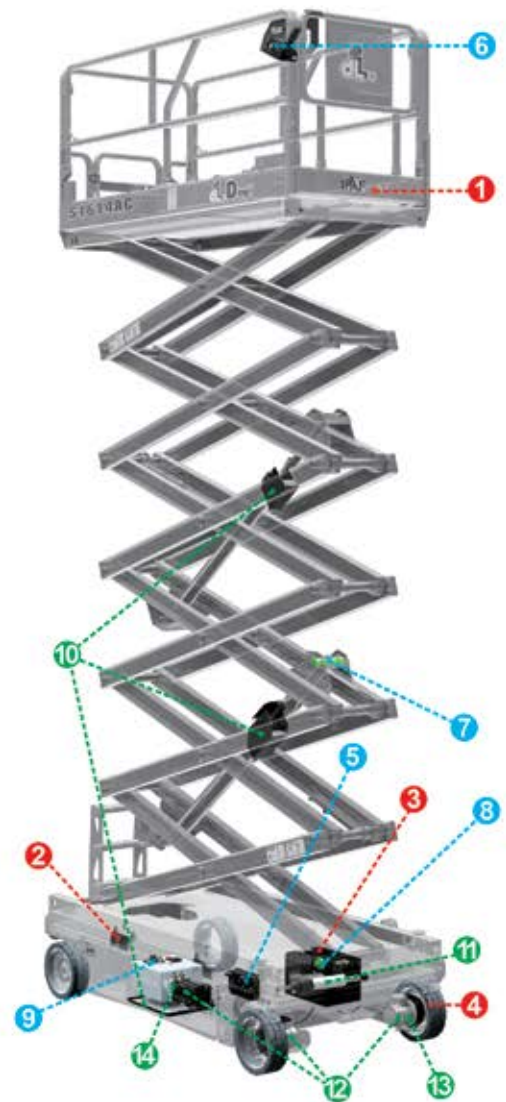


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Given the apparently simple design of a scissor lift, there have been a surprising number of new developments over the past year. Many of the new products are from Chinese manufacturers which are taking a larger slice of the global scissor lift market with no sign of that abating in spite of attempts to break the speed through the use of import tariffs.

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Glass installation is now a highly skilled trade using increasingly innovative panel handling equipment. We review some of the latest developments as well as seeing the equipment in action in a variety of unusual and challenging applications.

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This year's Vertical Days at the new venue of Newark Showground in Nottinghamshire has already sold out and is set to be the biggest to date and the largest lifting equipment event anywhere in Europe this year. Here is the essential information you need to visit the show as well as a taster of new product launches.

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## ON THE COVER

Glass handling specialist GGR used a 3D Head Overhang Beam to install new glass panels on the captain's bridge of the Arendal Spirit ship. See full story on page 42



**IN THE NEXT ISSUE** Scheduled for publication early September the next issue of Cranes & Access will include the 2024 Vertical Days Show Guide featuring every company that is exhibiting, as well as features on Loader cranes, Spider lifts and Remote controls. If you have any contributions or suggestions to make or are interested in advertising in this issue, please contact our editorial or sales teams.



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# COMMENT

## CULTURE CHANGE NEEDED

The world seems to be going through an angrier, more divisive and less understanding period, exasperated by a more tribal attitude in our politics. We have been here before and it never ends well.

Truth, openness and 'doing the right thing' seems to be optional for some large organisations and politicians that think they can ignore normal moral and ethical standards, and if it goes wrong bluff or bully their way out of it...and offer a hollow apology if exposed. Unless directors of such companies are held personally accountable and if found guilty spend time behind bars, nothing will change.

The lifting industry has not been immune to this mentality which can seriously undermine a culture of safety or quality. A weak safety culture costs lives. Just before Christmas five men died on a site in Sweden after erectors from the hoist supplier failed to check that all three mast sections in a pre-assembled length were all bolted together. Five families lost loved ones for the sake of four missing bolts! Sweden has already published a full and incisive report into the December incident.

In Seattle, Washington, four people died in 2019 after tower crane erectors removed all the bolts from the tower sections while waiting for strong winds to subside so that the mobile crane could continue the dismantling process. Two of those who died were passing motorists! The only penalties handed down so far are fines or awards against the company, which are likely to be the subject of a legal battle for years to come.

The latest statistics highlight a rise in the number of deaths at work. In Italy demonstrators have covered public squares with hundreds of cardboard coffins - each representing a person killed at work - in order to highlight the issue. In the UK, the latest HSE figures show a sharp rise in fatal falls from

height, while IPAF's Global Safety Report documents a significant rise in serious incidents. All this when there is more and more talk and a seemingly greater focus on safety than ever before. What is going wrong?

It would appear that too many companies seem to think being 'safety conscious' is about the message, posters and slogans in the workplace, and statements in annual reports, while 'prestigious' awards confirm their efforts, when all too often their actual safety culture is sadly lacking.

We see this when we contact a company involved in a serious incident that is not already in the public domain. Their priority is to find the 'whistle blower', rather than help improve safety by sharing information.

The attitude of some safety authorities, such as the HSE in the UK, does not help as they prioritise prosecution and blame - taking years to do it - rather than immediately sharing the information to help create a safer workplace. The HSE should look to Sweden for guidance!

An effective safety culture must start at the very top of a company, setting and maintaining values that everyone happily buys into and reinforces. Directors must be passionate and honest and believe that 'it is better for a job to be delayed than risk injuries by cutting corners' and to applaud and support an operator who refuses to be pushed, bullied or cajoled into making an unsafe lift or move. The culture must become ingrained to the point where every employee becomes a safety zealot. The alternative can be disastrous - just look at what is going on at Boeing where a strong quality culture has been compromised!

I was always told that if you do something, do it right and do it once. It will not only reduce injuries and fatalities but also pay dividends.

### Mark Darwin

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

# 2,500T CRAWLER CRANE FOR MAMMOET

Dutch international crane and heavy lift company Mammoet has taken delivery of its first 2,500 tonne Liebherr LR 12500-1.0 crawler crane. The crane was announced in 2022 with the first unit delivered to Sarens last April. It boasts a variety of boom, jib and counterweight configurations, including the heavy-duty wide 'High Performance' Boom which has a maximum length of 120 metres and can be extended to 156 metres by adding luffing jib sections on top. A 162 metre main boom configuration is also possible. The maximum tip height of around 210 metres is achieved with 100 metres of main boom and a 108 metre luffing jib. The massive crane has a working width of 14.9 metres, while the tracks are 18.55 metres long and 3.18 metres high.

The crane's derrick boom and suspended ballast pallet come from the 3,000 tonne LR 13000 as do most of the counterweight slabs. It also adopts the LR 13000's B0 version allowing it to operate without derrick ballast. The variable suspended ballast radius is infinitely adjusted by the crane management system. Power is supplied by two Liebherr six cylinder diesels with a redundant design, in order to ensure availability in the case of a breakdown or servicing.



# TWO NEW GROVE RT CRANES

Grove has unveiled two new Rough Terrain cranes - the 65 tonne GRT765 and 80 tonne GRT780. Due to be launched later this year, the GRT765 will replace the RT765E-2 while the GRT780 replaces the RT770E and the GRT880.

The **GRT765** features a four section 38.5 metre full power main boom compared to 33 metres on the current model, topped by a 10.1 to 17.1 metre bi-fold swingaway extension which can be offset by up to 45 degrees for a maximum tip height of 58.5 metres. The crane has 6.9 tonnes of counterweight with optional hydraulic removal system. Total weight is 42.4 tonnes, while the overall width is three metres. The cab on both models is 76mm wider than its predecessors, with 20 degrees of tilt, an increased glazed area and a three camera system for improved all round visibility. Operations are managed via a 12 inch touchscreen CCS display, common to all new Manitowoc group cranes.

The **GRT780** will feature a 47.3 metre five section full power boom and offers the same 10.1 to 17.1 metre swingaway as the GRT765 for a maximum tip height of 67 metres. The standard counterweight is just under eight tonnes, which can be increased to 9.3 tonnes for additional capacity in the stability area of the chart. The crane's total weight is 45.1 tonnes or 46.5 tonnes with the larger counterweight. The overall width is three metres.

Both cranes are fitted with the same winch/hoist, offering a single line pull of 7,800kg for fast cycle lifting and set up and feature the Grove MAXbase variable outrigger system, monitoring and automatic load chart calculation. They are also the first Grove RTs to offer the Grove Connect telematics and fleet management system.



# NEW 66T ELECTRIC RT SCISSOR

Chinese manufacturer XCMG has announced an electric version of its new 66t XG2225RT Rough Terrain scissor lift, the XG2225ERT. The new models have working heights of 22 metres, with a maximum platform capacity of 750kg on both the main platform and the 2.7 metre long roll out deck extension. When the extension is fully deployed the 4.59 metre by 2.25 metre retracted platform converts to a massive 7.29 metre long deck. Drive is possible with platform heights of up to 18 metres/20 metre working height.

The overall length when stowed is 4.95 metres with an overall width of 2.46 metres and an overall height of 3.86 metres or three metres with guardrails folded. Overall weight is just under 14,400kg. As with the diesel powered model, the unit has four wheel drive and steer, and auto levelling jacks as standard. The unit is powered by a 48 volt 630AH lithium ion battery pack.

The first units of both the electric and diesel models are due to start shipping in late August and should be available for delivery in Europe in early October.

Working height	22m
Platform capacity	750kg
Platform retracted	4.59m x 2.25m
Platform extended	7.29m x 2.25m
Overall width	2.46m
Overall length	5.59m
Overall height stowed	3.86m
Overall height G-rails folded	3.0m
Total weight	14,389kg



## JCB NEW 360 TELES

JCB has unveiled the first models in a new series of 360 degree telehandlers - the 26 metre/5,800kg 558-260R PRO and the 21 metre 558-210R PRO. They replace the company's 555 series launched in June 2019, its first entrance into the 360 degree market. The new machines feature more capacity, new styling and improved cab comfort.

Power comes from a Stage V JCB Dieselmex diesel driving a Bosch Rexroth two speed hydrostatic transmission for a top road speed of 40kph.

As in the original models the machines feature individually configurable X-type outriggers with one touch set-up and stowage and eight degrees of chassis levelling either side of horizontal. Total weights are similar to the units they replace at 17,960kg and 19,400kg respectively. The new cab includes a heated air suspension seat, standard air conditioning and an upgraded display screen, as well as a 'Safety Pack' with side and rear cameras and a white noise reversing alarm.

The units come with a 'Clearview' carriage with Radio Frequency Identification (RFID) attachment recognition for easy attachment changes. Attachments include standard forks, a 5.5 tonne winch, a 5,500kg carriage mounted hook and a 2,000kg capacity two metre jib with winch. A 2.4 x 4.4 metre integrated work platform with 1,000kg platform capacity is also available with a four metre extension reducing the platform capacity to 400kg. A wide range of buckets and a fork rotator can also be specified.



## MANTALL TELESCOPIC BOOMS GO ELECTRIC

Chinese aerial lift manufacturer Mantall has introduced battery powered versions of its new mid to top end telescopic boom lifts - the 66ft HT220JE, the 87ft HT285JE and 107ft HT350JE. Only basic specifications are currently available, however the HT285JE has a rising pivot point, three section boom and articulating jib, while the HT220JE is a straight telescopic with jib. The HT220JE is available with four wheel drive, while the larger units appear to be two wheel drive only. All three have two wheel steer.

The 66ft model comes with a lead acid battery pack as standard with a lithium battery option, while the two larger machines have 80 volt/460AH lithium battery packs as standard. Diesel 4x4 equivalents of the two larger machines are available.

### The basic specifications

	HT220JE	HT285JE	HT350JE
Working height	22m	28.5m	34.5m
Max outreach	14.65m	21.6m	19m
Maximum platform capacity	300kg	454kg	454kg
Outreach with max cap	14.05m	21.0m	18.4m
Unrestricted capacity	230kg	300kg	300kg
O/A Width	2.75m	2.8m	2.49m
O/A Length	11.1m	12.05m	15.3/13.1m*
O/A Height	2.75m	2.8m	3.0m
Total weight lead acid	11,500kg	N/A	N/A
Total weight lithium	11,000kg	18,350kg	19,500kg

\*jib tucked under



## SWEDISH HOIST INVESTIGATION REPORT

The Swedish Work environment agency - Arbetsmiljöverket - has issued a final report on the fatal hoist incident in Sundbyberg, Stockholm, Sweden last December in which five people lost their lives.

It states that the hoist was originally installed on the 24th of August and inspected by an accredited inspector. As the project continued, the mast was extended, first in November and then again on December 5th, in order to allow the hoist to reach the ninth floor.

Its investigation found that five bolts and nuts that hold the mast sections together were missing and most critically all four bolts were missing between two of the sections, without them the push joints were simply not strong enough to support the forces applied when the 2.5 tonne loaded hoist car went above the unbolted section.

It seems that when the height was extended on December 5th, a tower crane lifted a run of three pre-assembled mast sections into place at a time, and that the installation crew only checked the connection between the added sections and the existing mast, and failed to spot the missing bolts between the sections above.

The investigation report said: "The accident occurred when the load on the mast, where the four nut and bolt assemblies were missing, became greater than the structure could hold, leading to the mast sections separating and the hoist car falling to the ground. The accident was therefore caused by failure to perform relevant safety inspections on the mast and thus not picking up the missing bolts."

The report recommends that an investigation be launched into how safety measures applied in the hoist assembly process can be improved, while also looking at how risks involving construction hoists are managed.



# HIAB HI-EFFICIENCY CRANES

Loader crane manufacturer Hiab has launched the eX.Hipro series - a new range of energy efficient, medium duty loader cranes. The four model range includes the eX.Hipro 142, 162, 192 and 232.

Hiab says the cranes are designed for maximum energy efficiency, productivity and ease of use while minimising environmental impact. They are 'Electric Vehicle ready' and offer up to 30 percent energy savings due to a new pressure compensated, load sensing hydraulic system optimised for high oil flow.

While the eX.Hipro cranes are readily compatible with electric vehicles, if they are installed on a diesel chassis they feature engine controls with Dynamic RPM and Automatic Start/Stop functionality for further energy savings. Other features include Hiab's SpaceEvo intelligent control system combined with an Olsbergs V200 valve for simultaneous multi-function operation, as well as a two year standard warranty and a five year warranty on structural components.



The eX.Hipro 162



eX.Hipro 192

Model	Capacity @	Outreach	Tip height
eX.Hipro 142	3,900kg@3.5m	8.0m	10.8m
eX.Hipro 162	4,450kg@3.5m	8.2m	11.2m
eX.Hipro 192	5,600kg@3.1m	12.8m	11.0m
eX.Hipro 232	5,400kg@3.5m	17.4m	19.5m

# 190FT SINOBOOM

One of the first 190ft Sinoboom TB58RJ Plus telescopic boom lifts to be shipped has landed in Australia. The TB58RJ Plus - announced last year in China - has a five section telescopic boom, topped by a two section eight metre telescopic jib with 120 degrees of articulation, providing a working height of 59.9 metres with a maximum platform capacity of 454kg. The maximum outreach is 24.4 metres with the unrestricted capacity of 300kg or 20.1 metres with the maximum 454kg.



The new machine has an overall width of 2.49 metres when stowed or just over five metres when extended. The overall length is just over 20 metres with the jib out or 14.6 metres with it tucked under, while the stowed height remains at 3.1 metres. The 360 degrees non-continuous slew is surprising for a machine of this size while the overall weight is 27,600kg. Power comes from a Yuchai/China Stage 4 diesel and four wheel drive, four wheel steer, a seven inch display screen and secondary guarding are all standard.

# HAULOTTE'S MYCOMPANION

French aerial lift manufacturer Haulotte has launched its 'MyCompanion' programme. By scanning a unique QR code on a sticker or decal on the machine, operators, service engineers or other interested parties can instantly access a wide range of information such as maintenance manuals, spare parts catalogues, machine documentation, operator manuals, visual inspection checklists, weather forecasts and control overview videos.

Marine Fargeton of Haulotte said: "This is not an app you download, you simply scan the QR code and immediately access a website optimised for mobile browsing. It's easier and quicker than an app."

MyCompanion QR codes - unique to each machine - are now available from Haulotte.



Scanning the code on the side of a machine

# HOEFLON UK

Dutch spider crane manufacturer Hoeflon has appointed Crowland Cranes as its UK distributor, trading as Hoeflon UK-Crowland.

The company will be responsible for new crane sales as well as replacement parts and technical service for all Hoeflon cranes in the UK. The move follows the split with its previous distributor Foster Cranes in February. Andy Cahill has also returned to Crowland Cranes as sales manager having left Foster Cranes after its split with Hoeflon.



Peter Issit (R), owner of Crowland and Gert van Hoef, owner of Hoeflon sign the agreement

# ZOOMLION TEAMS UP WITH PB

Chinese manufacturer Zoomlion and German big scissor lift manufacturer PB have announced a long-term partnership to develop sales of Zoomlion aerial work platforms across the German speaking region.

The agreement will kick off with an initial inventory of new machines in Germany of several hundred units in order to offer short delivery times. The agreement will officially launch at Platformers Days in September where the two companies will have a joint stand.



# DIESEL ARTICULATING BOOM LIFT


 Booth Number:  
 200/300  
 11-12 SEPT / 2024

MODELS	AR11J	AR14J	AR14J-H	AR16J	AR20J	AR24J
WORKING HEIGHT MAX.	12.75m	16.09m	15.9m	17.7m	21.58m	26.6m
PLATFORM CAPACITY	270kg	230kg	RESTRICTED 450kg UNRESTRICTED 300kg	230kg	RESTRICTED 350kg UNRESTRICTED 260kg	RESTRICTED 350kg UNRESTRICTED 250kg



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## IPAF GLOBAL SAFETY REPORT

IPAF has released its 2023 Global Safety Report in a digital format. The report examines the primary causes of major injuries and fatalities while using various forms of powered access, including aerial work platforms, mastclimbers and construction hoists.

While they are among the very safest working at height equipment, safety still depends on properly trained staff, an awareness of what is safe and what is not, as well as properly maintained equipment and effective management and supervision.

IPAF members - including manufacturers, rental companies, distributors, contractors and users - are encouraged to use the IPAF online accident reporting platform to help the association identify emerging safety trends and challenges. By analysing the data IPAF can take steps to help improve problem areas.

*C&A opinion: This latest report is truly an excellent and useful piece of work. The well laid out and useful document and data is readily available to anyone who takes the time/bothers to go on line and download it - Non members included.*



## TADANO DELIVERS FIRST BATTERY RT

Tadano has delivered its very first 25 tonne all-electric Revolt eGR-250N Rough Terrain crane to Japanese major contractor Taihei Dengyo for work in the construction of a new power station in Himeji - between Okayama and Osaka in Japan - over the next two years.



The company, which aims to be as sustainable as possible, has sign written the message 'World's First Full Electric Crane' on the back of the counterweight.

## VERSALIFT MERGES EUROPEAN OPERATIONS

Time Manufacturing has merged its Versalift European sales and support organisations - Versalift UK, Versalift Ireland, Versalift Denmark, Versalift Sweden and Versalift Norway - into a single entity, Versalift Europe. Versalift France now comes under the wing of France Elévateur/Movex, while its other company Ruthmann is unchanged by the move.

As part of the change the company has appointed Martin Lybæk Christiansen as managing director, who has carried out a similar role for Versalift Denmark since June 2022, having joined Versalift as chief financial officer in January 2018.



Martin Lyrae Christiansen



(L-R) Uwe Strotman of Ruthmann, Roman Rariy of Time Manufacturing, Martin Lybæk Christiansen of Versalift Europe and Charles Goffin of France Elévateur

## SINOBOOM TO BUILD IN EUROPE FOR EUROPE

Sinoboom is making plans to start building European boom and scissor lifts at its plant in Poznan, Poland and over the next 12 to 18 months will convert from its current dedication of producing ANSI models for the USA to building all of its models destined for sale in Europe. Visually this will see it switch from building all red machines for North America to blue machines for Europe.

The plant has an ultimate capacity of around 10,000 units a year depending on the product mix and the current tooling and processes. Production of the North American machines will be moved to a new plant being built in Mexico. Over the past two years or so the facility has been building a local supply chain and is now approaching 70 percent non Chinese content in value terms. This includes pumps and control units from Germany, valves, electric motors and other hydraulic components from Italy, fabrications, wiring and hoses from Poland, while scissor stacks and telescopic boom counterweights come from India.

The catalyst for building US machines at the plant in Poznan was brought about by the imposition of US import tariffs and now the upcoming threat of high tariffs from the European commission. However, Sinoboom says that it fits with its ambition to build machines local to where they are to be sold and used.

The official launch will take place at Bauma next year with most, if not all of the machines on display being European built.

*Cranes & Access visited the plant earlier this month and will provide a detailed overview in the next issue.*



The factory has an ultimate capacity of around 10,000 units a year



# WOLFFKRAN TAKES OVER IN NORWAY

**WOLFFKRAN**

Wolffkran has acquired all of the equity in its Norwegian crane sales & rental joint venture, Wolffkran Norge. The business was set up in November 2021 as a 50/50 venture with Mikkelsen, based at a yard shared with Mikkelsen's crane business, Bluecrane. After a successful startup Wolffkran Norge has been loss making apparently due to current market conditions, a factor which triggered the two partners' mutual decision for Wolffkran to take over the business.

The company will continue to be led by managing director Frank Kvam together with chairman Sven Jung, while the Mikkelsen directors will step down with their places taken by Wolffkran group chief executive Duncan Salt and managing director of Wolffkran Germany, Andreas Kahl.

## COKE CRANE

Three men were arrested after 3,000kg of cocaine was discovered hidden in an All Terrain crane arriving at the port of Moerdijk in the Netherlands last month. The five axle crane was imported from South America in late June.

The Zeeland-West-Brabant Seaport Police had been investigating a company in the Moerdijk port that imports heavy equipment from South America and decided to inspect the crane, finding the stash with a street value of around €220 million. Those arrested included a 64 year old from Oosterhout, a 43 year old from Westmaas and a 32 year old from Cambodia. One is the company owner that imported the crane.



The crane with the seized cocaine in front

## IS ADBLUE AFFECTING RELIABILITY?

ESTA, the European Association of Abnormal Road Transport and Mobile Cranes, is urging members and other crane owners to report any problems with the AdBlue additive in their diesel-powered equipment, such as cranes and SPMT transporters. AdBlue - a mixture of water and urea - reduces nitrogen oxide (NOx) emissions through Selective Catalytic Reduction (SCR). Some crane rental companies have reported more than a 30 percent increase in on-road breakdowns which they attribute to AdBlue usage.

ESTA director Ton Klijn added: "As a first step, we are gathering information, and we will then consult with the members of the European Regulations Workgroup and decide on the next steps."



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# FINANCIALS ROUND-UP

## Tadano - Vestas partnership

Tadano has signed a global collaboration deal with Danish wind turbine manufacturer Vestas to develop nacelle cranes for its 15MW V236-15 offshore turbines. The turbine has 115.5 metre blades and are designed to generate power at wind speeds from three to 31 metres a second. The specifications for the cranes have not been disclosed, with no indication on whether a design has even been agreed yet. A formal signing ceremony was held at the Danish Embassy in Shibuya, Tokyo, attended by Vestas head of procurement Raphael Huot and Tadano chief executive Toshiaki Ujiie.



## Another acquisition for Herc

US based Herc Rentals has acquired Durante Rentals of New York. Durante was established by John Durante and Christopher Jones in 2009 and offers a range of equipment including aerial work platforms and telehandlers. It has expanded rapidly over the past 15 years through organic growth and acquisitions. Durante operates from five locations in New York, including the HQ in New Rochelle, one in New Jersey and four locations in Delaware that trade under the Iron Source branding, which Durante acquired last May.



## Mollo acquires in Brescia

Italian rental company Mollo Noleggio has acquired Brescia based aerial lift rental company Albatros which trades as Albatros Piattaforme. Founded in 2003, Albatros runs a wide range of equipment including booms, scissor lifts, spider lifts, truck mounted lifts, spider cranes and light duty truck cranes from its location in Poncarale on the south side of Brescia. The acquisition takes the number of Mollo locations to 60.



## Flat half for Alimak

Swedish international hoist and mastclimber group Alimak has reported a flat first half, both in sales and order intake. Total revenues for the six months to the end of June were SK3.54 billion (€304.8 million) up 0.4 percent on the same period last year, which was a record first half. Order intake declined 3.7 percent to SK3.52 billion (€302.9 million). Pre-tax profits came in at SK364 million (€31.3 million) six percent higher than last year.



## Venpa takes Locatop

Italian rental company Venpa, the main element of the GV3 group, has acquired Bologna based sales and rental company LocaTop. Founded in 2004 by Carlo Cazzola, LocaTop runs a fleet of 1,600 units including aerial work platforms and mobile cranes from 16 locations in Emilia-Romagna and Lombardy with more than 100 employees. Revenues last year were €25 million with an EBITDA of €10 million.

Venpa which includes nine other companies: Torinoleggi, Tecnoalt, Elevateur, Sichel, MinoEge, Rental Sud, Nolotecnica, Vlog and Audax Doo, has a combined fleet of more than 4,000 machines and 35 branches in Italy and three in Croatia. It has around 300 employees and generated revenues last year of €71 million with an EBITDA of around €25 million.



## United closes Oz deal

US based United Rentals has completed its acquisition of Orange Hire - one of the largest regional earthmoving and traffic control rental companies on the east coast of Australia. It agreed the deal in mid May with the shareholders of owner Arcadia Capital - Leigh Oliver and Sam Walker - which have owned it since December 2020.

The existing Orange Hire management team will stay on board with no immediate operational changes planned.

## Advanced moves into Swindon

UK rental company Advanced Access Platforms has acquired Swindon based Tiger Plant from owners Stuart Morgan and Andrew Rohrer in an all-cash purchase deal. Founded in 2016, the company is a general rental company with a fleet of around 140 units including telehandlers up to 17 metres, forklifts, a few booms and scissor lifts, along with excavators, rollers and dumpers.

The deal takes the Advanced Access operational and training locations to seven, across Southern England and the South Midlands. Tiger Plant will continue to operate as a standalone entity with its own management team, including managing director Shane Sherbourne - who joins the company following a year in a similar role with McGovern Plant Hire - and operations manager Tom Green who has been with Tiger for more than two years.



## Montana acquisition for REIC

REIC (Rental Equipment Investment Corp) has acquired Bigfork Rentals of Bigfork, Montana from owners Steve & Annie Ricci. Big Foot runs a wide ranging fleet that includes aerial work platforms, telehandlers and forklifts as well as tools and general equipment covering the Flathead and Lake County markets north west of Butte, Montana. This is REIC's 21st acquisition since Kevin Fitzgerald set it up in 2014 and the ninth since the ownership was transferred to Kinderhook Industries in 2022.

REIC is based in Kalispell, Montana, with 'group' companies running aerial lifts, telehandlers, earthmoving equipment, generators, compressors and other small equipment with a specialist HVAC division. It now operates from 54 locations - 48 in the US and six in Canada.



## SkyHigh acquires Holland Lift parts

Tjaco Sussenbach and his company SkyHigh has acquired the replacement parts inventory held by scissor lift manufacturer Holland Lift, which closed its doors last summer. The residual inventory - 150 pallet loads of parts and components with a sales value of around €1.5 million - includes fabrications, hydraulic cylinders, gear hubs and PLCs etc.

## EMBARGO TRIAL SUSPENSION

In the UK crane rental companies have been facing increased road travel challenges due to overzealous enforcement of movement time restrictions. The Gwent Police in South Wales has now lifted travel embargoes for a three month trial period for cranes with a Gross Vehicle Weight of 80 tonnes or under. The Police will monitor the traffic impact during this period and based on the results, restrictions may be dropped permanently and the areas covered expanded.

The trial has some strict conditions:

It only applies to cranes with specially designed permanent chassis built purely for lifting operations ie regular All Terrains. Truck mounts are excluded but they are generally not covered by the embargo anyway. They must not have an overall width of more than three metres and the overall length must be less than 26 metres.

The trial is subject to regular reviews over the three months and crane owners must comply with any additional embargo rules. To join the trial companies must submit their company name, transport manager's name and contact information to [George.john@Gwent.police.uk](mailto:George.john@Gwent.police.uk)



## UK JUMP IN FATAL FALLS

The UK's Health and Safety Executive has published the latest statistics on the number of fatalities at work, which show a 22 percent rise in fatal falls from height. In total, 50 people lost their lives in the UK last year compared to 41 the previous year. The last time fatal falls were at a similarly high level was in 2007/08, while this year's statistic are 35 percent above the yearly average.

The greatest increase - 44 percent - was among the self-employed, rising from 18 deaths last year to 26 this year, exceeding the number of fatalities for employees for the first time.

Due to the poor quality of accident reporting the Access Industry Forum has been unable to determine if the increase is due to faulty equipment, a lack of training or negligence. It has called for a simplified reporting system to accurately identify the causes of fatal workplace accidents.



## IPAF'S FIRST PRESIDENT DIES

John Barker, the Founding President of the International Powered Access Federation and former managing director of Simon Access, passed away earlier this month, he was 88. See page 73.



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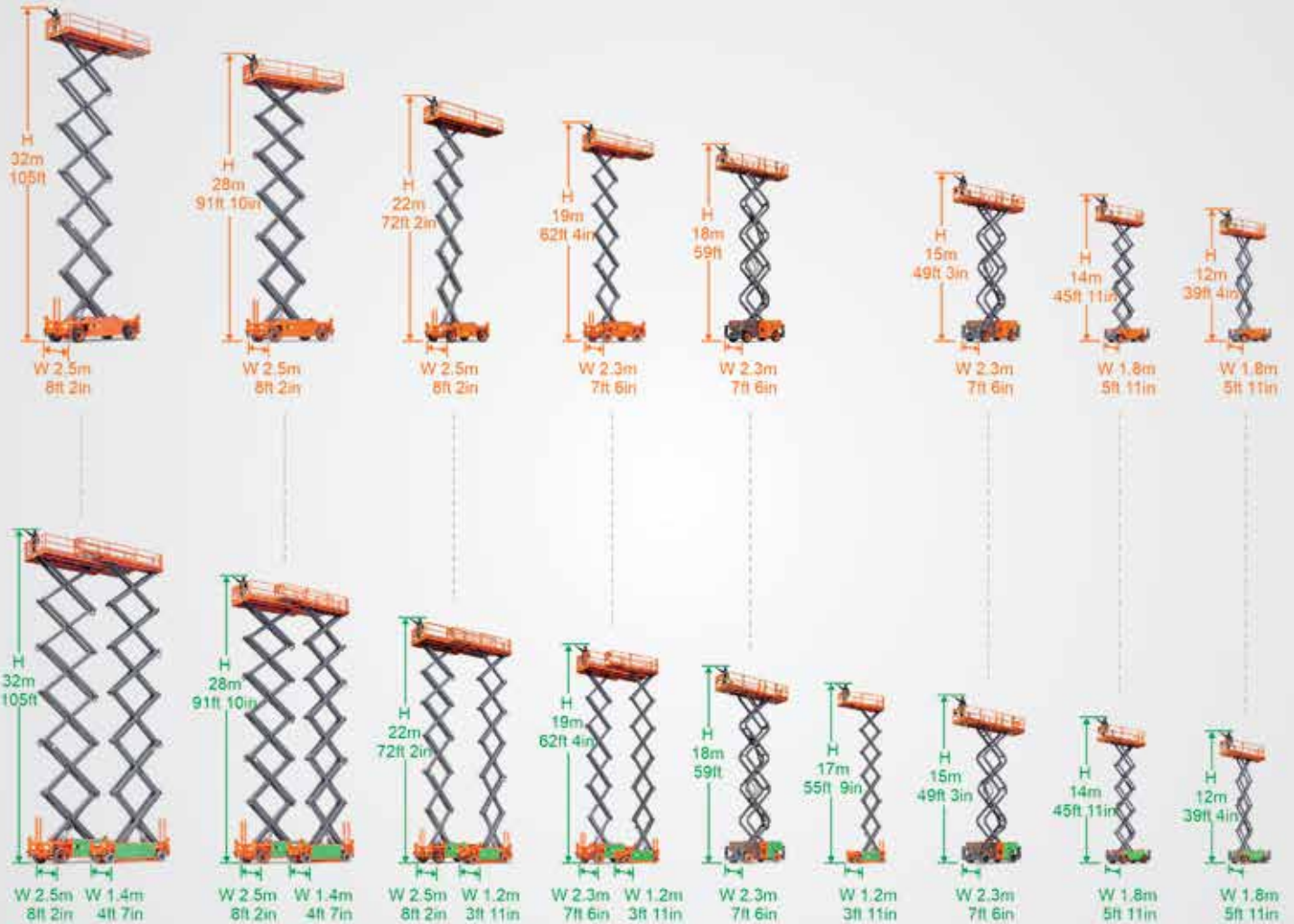


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## NEWS HIGHLIGHTS

■ **Time Manufacturing**

restructures European Versalift operations into Versalift Europe and appoints **Martin Lybæk Christiansen** as managing director



Martin Lybæk Christiansen

■ **Grove** unveils 65t GRT765 and 80t GRT780 Rough Terrain cranes

■ **Mammoet** takes its first 2,500t **Liebherr** LR 12500-1.0 crawler crane

■ **XCMG** launches the 66t XG2225ERT all electric Rough Terrain scissor

■ **JCB** unveils two new 360° telehandlers - the 558-260R & 558-210R Pro

■ **Kai-Uwe Zanner** joins **Terex financial services** for central Europe



Kai-Uwe Zanner

■ **Mantall** launches electric versions of its 66/88 and 100ft telescopic boom lifts

■ **Terex** launched the long boom TRT 80L 80t Rough Terrain crane

■ The **Swedish** authorities issue a report into December's fatal hoist incident

■ **Hiab** launches the eX.Hirpos range of four mid duty loader cranes

■ **Hoeflon** appoints **Crowland Cranes** as UK distributor

■ 190ft **Sinoboom** TB58RJ telescopic boom arrives in Australia

■ The **CPA** appoints **Steven Mulholland** as chief executive



Steven Mulholland

■ **Haulotte** launches 'MyCompanion'

■ **IPAF** releases its 2023 Global Safety Report

■ UK's **Berry Cranes** takes a 6t **Böcker** AK 42 truck crane

■ **Wolffkran** buys out Norwegian joint venture partner **Mikkelsen**

■ **Manitowoc** appoints **Core Machinery** as an EnCore partner in Arizona

■ Three arrested after 3,000kg of **cocaine** found in a crane in the **Netherlands**

■ US's **Engineered Rigging** appoints **Jay Holt** as director of assets and engineering



Jay Holt

■ **ESTA** seeks feedback on possible reliability issues related to **AdBlue** usage

■ **Tadano** and **Vestas** to develop nacelle cranes for offshore wind turbines

■ US based **Herc Rentals** acquires **Durante Rentals**

■ Italian rental company **Mollo Noleggio** acquires Brescia based **Albatros**

■ **SkyHigh** acquires **Holland Lift's** replacement parts inventory

■ Italian rental company **Venpa** acquires Bologna based **LocaTop**

■ UK based **Advanced Access Platforms** acquires Swindon's **Tiger Plant**

■ **REIC** acquires Montana's **Bigfork Rentals**

■ US based **United Rentals** acquires Australia's **Orange Hire**

■ Gwent Police lifts **Embargo** restrictions on cranes under 80t GVW

■ UK falls from height fatalities at work increased 22% in 2023

■ **Steve Moody** of **GTAccess** is to retire later this year



Steve Moody

■ UK's **Tracked Carriers** appoints **Kevin Keogh Crane Services** as Irish dealer

■ Italy's **Polita Autogru** takes a 300t **Liebherr** LTM 1300-6.2

■ The **CPA** funds The National Construction & Agricultural Theft Team

■ **AEM's** 'Manufacturing Express Bus' sets off on a 10,000 mile tour in the USA

■ Germany's **SE Design** takes a 21m **Oil & Steel** Octopus 21 spider lift

■ UK's **King Lifting** takes a 230t **Liebherr** LTM 1230-5.1

■ UK based **Plantool Hire** joins the **Access Alliance**

■ **John Barker, IPAF's** first president and industry pioneer, has died



John Barker

■ Hungary's **Tamá s Zsolt** takes a 700t **Liebherr** LTM 1650-8.1

■ German company **Hofmann** takes an 800t **Liebherr** LR 1800-1.0

■ French company **NET85** takes five **Easy Lift** spiders

■ **Genie** appoints **Matthieu Muller** as German regional parts manager and **Stephan FranBen** as territory sales manager N.Germany.



Matthieu Muller



Stephan FranBen

■ Italy's **F.I.M Noleggi** takes a 45m **Multitel** MJ450 truck mount

■ Germany's **Rolf Herbold** takes a 90t **Liebherr** LTM 1090-4.2

■ **CTE's** technical manager, **Martin Stevenson**, has retired



Martin Stevenson

■ Germany's **Schmidbauer** takes its third 80t **Tadano** AC 4.080-1

■ **Smart Platforms** takes UK's first all-electric **Klubb** E-tech KL26 and six KL21b van mounts

■ Hungary's **Mamut Daru** takes a 10t **Raimondi** T187 flat top tower crane

■ Germany's **Paul Becker** takes a 75m **Ruthmann** T 750 HF truck mount

■ **The Port of Dover** has taken a 104t **Liebherr** LHM 550 mobile harbour crane

■ Industry veteran **Rupert Aaron Scott** has died



Rupert Aaron Scott

■ UK based manufacturer **CPL** achieves **Iveco's** Gold standard status

■ **OZ Lifting Products** launches a wireless control option for its hoists

■ German company **Safar** takes a 220t **Tadano** AC 5.220-1

■ UK based **React Access** joins **Access Alliance**

■ US based **MEC** has appointed **Pete Gibbes** as national account manager



Pete Gibbes

■ **Hammer Lifte** takes five **Easy Lift** spiders

■ Ireland's **Balloo Hire** adds more **Sinoboom** booms and scissors

■ **LGMG** and **Trackunit** partner up

■ Canada's **Northbank Civil** takes a 160t **Tadano** GTC-1600 telecrawler

■ Spanish company **Jofemesa** takes four 18m **Easy Lift** R180 spiders

■ **Kran Völkl** takes a 150t **Liebherr** LTM 1150-5.3 and a 50t LTC 1050-3.1 City crane

■ **LEEA** appoints **Matthew Barber** as director of membership



Matthew Barber

■ Italy's **Faresin** appoints **Warwick Ward** as UK distributor - diesel telehandlers

■ **Jekko** appoints **Kolex** as dealer for Slovakia and Czech Republic



Ben Dobson

■ UK's **Foster Cranes** appoints **Ben Dobson** as business development manager - South East

■ Dutch company **Kraanverhuur T. Pater** takes 150t **Grove** GMK5150XL

■ **XCMG** Brazil celebrates 10 years and its 23,456th machine

■ Italy's **E.G. Galasso** takes a 37m **Palazzani** XTJ 37+ spider lift

■ UK division of **WernerCo** launches 'BoSS QuickPod' podium platform

■ **Rahul Seth** has been seconded to the **IPAF** board of directors



Rahul Seth

■ **Mammoet** begins assembling its new 6,000t SK6000 crane

■ Germany's **Härzschel Kranverleih** takes a 100t **Tadano** AC 4.100L-1

■ **Palazzani** appoints **Access Worx** as distributor for South and Eastern Australia



Ashishkumar Tiwari

■ **MyCrane** appoints **Ashishkumar Tiwari** as sales director India

See [www.Vertikal.net](http://www.Vertikal.net) news archive for full versions of all these stories

# ULTIMATE JOBSITE FLEXIBILITY



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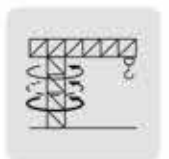
	Max jib length	Max capacity	Max tip load
CTT 91-5	50 m	5 t	1.4 t
CTT 132-6	60 m	6 t	1.5 t
<b>NEW</b> CTT 152-6	<b>60 m</b>	<b>6 t</b>	<b>1.9 t</b>
CTT 172-8	65 m	8 t	1.7 t
CTT 202-8	65 m	8 t	2.3 t
CTT 202-10	65 m	10 t	2.3 t
CTT 222-10	65 m	10 t	2.6 t



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# WHEN THINGS GO WRONG

A tower crane collapse can have catastrophic consequences. A look back at tower crane incidents over the past year on the [Vertikal.net](http://Vertikal.net) website makes for depressing reading. Jibs dropping, cranes overturning, dropped loads and even operator falls happen all too often on a global basis - resulting in damage, injuries and a good number of fatalities. Some of this is down to their increasing popularity, the fact that they are very visible and work in densely populated settings, so the slightest occurrence is noticed. Having said this, exciting developments abound, we take a look at some of the more recent.

If comparing mobile cranes to tower cranes, they are less visible and typically used on closed sites, while it is also easier to keep people out of the fall zone. However this year there have already been a number of high profile tower crane incidents and fatalities including a foundation related overturn in Bangkok that took two lives, a dropped tower section in Fort Lauderdale, USA that killed a member of the crane crew, a fatal dropped load and a separate luffing jib collapse in Vancouver, Canada, a dropped jib in London and Edinburgh in the UK, a tower crane in Kula, Turkey collapsed killing the operator and injuring five others and an operator died when his crane overturned in Wieliczka, Poland. And these are just a few of the news stories covered many, possibly the majority, still go unreported particularly in parts of Asia where tower crane usage is growing.

Reliable statistics are hard to establish however one website - [towercranesupport.com](http://towercranesupport.com) - suggests that between 2000 and 2010 there

were 1,125 tower crane accidents resulting in more than 780 deaths. In the years 2009 and 2010 alone it suggests there were 342 incidents and 191 deaths. The vast majority - 38 percent - occurred when the crane was in operation, 31 percent during assembly and disassembly with 23 percent attributed to wind conditions.

In the UK the Health and Safety Executive (HSE) does not keep track of the number of investigations and prosecutions into crane

*This tower crane overturned on a housing project in Kula, Manisa province, east of Izmir in western Turkey, killing the operator*



*This jib came down in London, UK*



*This tower crane came down in the Swiss town of La Chaux-de-Fonds - due west of Neuchâtel on the border with France*

related incidents because, it says, 'it's reporting under RIDDOR - the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013 - does not include a specific category for the machines'. A tower crane register that was introduced in the UK in 2010 was abolished in 2012 after the HSE's budget was significantly slashed.

One difference with tower cranes is the fact that the majority of the erection and disassembly is carried out at height, although there has been a substantial move towards rigging and erecting jibs and counter jibs etc at ground level and using a larger crane to lift them in place. Operator error still plays a major part - perhaps because of a combination of long unsocial hours, a struggle to recruit new erectors and operators and in some cases a lack of training? However, overturning incidents are more the responsibility of foundation design, while jib drops might be related to maintenance or component failure.

## TWO NEW BRANDS

Despite all the issues there have been many product developments and launches over the past year including two new European brands - Giraffe Cranes in the Netherlands and the more international company Stafford Tower Cranes, a rebrand of Portugal's Soima, following its acquisition 2021.

Dutch sales and rental company Bulten Bouwmaterieel based in Zelhem east of Arnhem launched the first Giraffe Crane, installing a self-erecting tower crane on wheeled and tracked chassis. The company has been working in the sector for more 40 years and typically offers Potain and Cataneo self-erectors.

The range includes the 1.8 tonne 700.26-C on tracks and 700.26-4WD4S on a two axle four wheel drive chassis, with hook heights from 18 metres with jib horizontal to 26 metres when fully luffed. There is also the 2.2 tonne 900.30-4WD4S/900.30-C with 18 to 30 metre hook heights, the four tonne 1100.30-4WD4S/1100.30-C with 22 to 30 metre hook heights, the four tonne 1000.35-C with hook heights of 23 to 35 metres, and the largest model so far, the four tonne 1000.40-C with hook heights of 30 to 40 metres. Director Anton Bulten said: "We plan to develop our products with a focus on manufacturing and reaching more international markets."

## SOIMA BECOMES STAFFORD

The Portuguese tower crane business Soima was acquired in 2021 by the Arizona based Stafford Crane Group and has now been rebranded as Stafford Tower Cranes, while the crane model nomenclature is also changing as new models are introduced over the next two years.

Soima was established in 1977 as a manufacturer of construction and lifting equipment, however since 1980 it has been exclusively producing tower cranes including hammerheads, flat tops and self-erectors. In the years since then it has carved out a respectable market share in southern Europe, with sales throughout Portugal, Spain, France and several other Mediterranean countries.



*The first Giraffe crane on a tracked chassis*



*The new Giraffe assembly hall*

The current range extends from two to 42 tonnes, which will continue, although Stafford has been investing heavily in new products and says that it has extensive modernisation and innovation programmes now in place for the new models and designs, the first of which will appear later this year and another in the first half of 2025. One of the new developments is the SC-Link platform, a software/telematics system providing real time monitoring of the crane, with daily reports, alarm alerts and/or malfunctions alerts.



*A new 8t Stafford SGT 5030, installed recently in Bray, Ireland with a 3t jib tip capacity on the 40m jib*

The company has also established a new design office in Milan, Italy, dubbed the Milano Tower Crane Hub. The first fruits of the team's labours will hopefully be on display at Vertikal Days in September in the form of a 20 tonne hydraulic luffing jib crane with an all-new cab design. The new family of hydraulic luffing cranes will have the ability to operate in 'Flat mode' like a regular flat top crane, while also being able to luff.

## BATTERY POWER

While other sectors of the equipment industry have almost been forced to find ways to incorporate battery energy, this source of power is proving ideal for tower cranes with huge savings in both carbon emissions and fuel consumption compared to the oversized diesel generators normally required to cope with initial power surges. The use of battery storage systems to power tower cranes, mastclimbers and hoists as well as whole site office complexes has seen incredible growth over the past two years.

In the UK tower crane rental company Radius has just teamed up with Hong Kong based AMPD Energy to promote its battery powered Advanced Energy Storage System for jobs in ultra-low emission zones, on sites without a high power connection to the grid, or simply where clients are looking for the site to be as close to carbon neutral as possible.

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**195 HC-LH Hydraulic Luffing Jib Cranes**





*Radius delivers one of the AMPD Entertainer energy storage units*



*Using the TREE battery pack energy storage system, Award Construction reduced fuel consumption by 80% in Edmonton, Alberta*



*The Potain MR 225 luffing jib tower crane being installed with the Entertainer battery storage packs*

The first project in the partnership is a Winvic Construction site in Lancaster Street, Birmingham, where the contractor is building a 33 storey, 814 bedroom student accommodation block with nine and 12 storey 'shoulder' blocks to the sides and associated external works, including an external terrace at first floor level.

Radius has supplied the site with AMPD's 'Entertainer' battery storage system, while also supplying and managing a Potain MR225 luffing jib tower crane which started out with a 77 metre hook height and will climb during the contract to 102 metres by 2025 when the job is due for completion.

The Entertainer, the size of half a shipping container, is designed to take input feed from any power source including a low power mains connection, diesel generator or solar panels, outputting a consistent and reliable power supply that can also handle the high power draws when a tower crane lifts a heavy load at speed or a large mastclimber or hoist starts out on a lift cycle.

**UNITED RENTALS  
ADDS CRANE POWER**

A similar system is now available in North America from United Rentals which has introduced a new battery pack energy storage system for cranes and hoists to its rental fleet. United worked with engineering company Termaco to develop a rental version of its TREE (Termaco Reserve Electrical Energy) product that provides sustainable on site electrical power for equipment such as tower cranes and hoists, allowing contractors to use a significantly smaller generator and even run it intermittently, substantially reducing fuel consumption and emissions.

With models configurable up to 500kW, the power pack works in tandem with a generator to provide power to the crane, removing the peak power demands on the generator such as when lifting heavy loads at speed, while also reducing its runtime. Smaller packs can even be kept topped up from solar panels, eliminating emissions altogether. The power packs are mounted on trailers for easy collection or delivery and include fork pockets for loading and handling.



*Potain's 40t MDLT 1109 is its largest flat top for the European market*



# STAFFORD TOWER CRANES



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## TOWER CRANES

One of the early adopters was Award Construction of Edmonton, Alberta in Canada, which used a unit to power an eight tonne, 70 metre high tower crane at Riverbank Landing, a new 20 acre complex in Edmonton. It allowed the contractor to use a 100kW generator in place of the usual 300kVA T4 unit, and also found that on average the smaller generator only need to run for two and a half hours a day, to keep the battery pack topped up. As a result, it has documented an 80 percent reduction in fuel consumption and emissions.

### A RAFT OF NEW POTAIN TOWER CRANES

*The world's first Potain MR 229*



The Potain division of Manitowoc has been very busy over the past six months launching several new cranes, including the 40 tonne MDLT 1109 - its largest flat top for the European market so far - along with two new luffing jib tower cranes - the MR 309 and MR 329 with a choice of 16 or 25 tonne maximum capacities - the new 32 tonne MCR 625 heavy duty luffing jib tower crane and the first in a new range of self-erecting tower cranes, the four tonne capacity Evy 30-23 4 t.

The 40 tonne Potain MDLT 1109 - manufactured at the Potain plant in Moulins, France - is a 'low top crane', aimed at a growing demand in Europe for larger capacity cranes to handle the heavier prefabricated construction elements. It has a more compact design and can be mounted on Potain's standard 2.45 metre square K850 tower, rather than the four metre tower base of its predecessor the MD 1100. Maximum free standing height under the hook is 60.7 metres on the counterweighted base or 87.6 metres on an appropriate foundation.

It also has a short 6.3 metres long mast/cat head which rises just over four metres above the top of the jib. The maximum counterweight is 50.9 tonnes made up of 6,600kg and 4,700kg slabs, while a choice of three back masts are



*Potain has launched two new luffing jib tower cranes the MR 309 and MR 329*



*The first Evy, the 30-23 4 t*



*The new 32t Potain MCR 625*

available - 26, 30 and 33 metres. It can handle its 40 tonne maximum capacity at between 22 and 25 metres, depending on jib length, while the capacity at the 80 metre jib tip is 11.1 tonnes, making it ideally suited to large scale construction projects, such as nuclear plants, bridges and other infrastructure projects. It is

available with two different lifting hoists - the 150 HPL 100 or the 270 LVF GH Optima - and other features include Potain's Crane Control System (CCS), and the new Potain 'Connect' telematics system for remote access to all crane data. The Potain Cab-IN internal operator elevator/lift is available as an option.

### NEW LUFFERS

Potain's two new luffing jib tower cranes - the MR 309 and MR 329 - are available with either 16 or 25 tonne capacities. The regular jib length is 60 metres with jib tip capacity of 3.4 tonnes. The new cranes follow on from the launch of the MR 229 at Bauma 2022, the first Potain luffer equipped with the Manitowoc Crane Control System (CCS) and Potain Connect telematics.

The jib on the MR 229, MR 309 and MR 329 can be mounted horizontally, section by section, which along with shorter windvane spans, makes installation on tight jobsites easier. The walkways, platforms and steps, along with counter jib and ballast can also be installed at normal working heights and no component or normal assembly weighs more than 10 tonnes.



# A CONVINCING PERFORMANCE

## THE NEW AC 5.250-2

The new AC 5.250-2 combines an enormous reach with large lifting capacities that are up to 30 percent higher than previous best values in this class. That makes it the perfect choice for erecting tower cranes and for construction projects of all types.

Its transportation configuration options and sophisticated counterweight design are also exceptional and ensure that the crane can be ready for work in no time. On top of this, many of the latest Tadano features are available – examples include the IC-1 Plus and Surround View systems, as well as the start-stop function, which turns off the crane engine during work breaks at the press of a button without deactivating the control software.



# POTAIN®



## The Reference.

Whatever the challenge on a site, Potain remains the reference for over 95 years in the design, manufacturing, distribution and servicing of tower cranes.

### > Our range:

- Hammerhead cranes: MDT, MD, MCT, MDLT
- Luffing jib cranes: MR, MRH
- Self-erecting cranes: Igo, Igo M, Igo T, Hup, Hup M, Evy
- Special application cranes on demand
- Manufacturer guaranteed used cranes



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*The new Liebherr L1-33 L*

The positioning of the ballast is made easier thanks to slinging rings and a self-centring system. A redesigned luffing mechanism also makes assembly easier, while an integrated jib end basket aids installation, inspection and maintenance.

The new cranes also feature a jib pivot height of 2.0 or 2.4 metres above the slew ring connection to the tower, as well as improved load charts. The out of service radius is 9.5 to 12 metres without the need for anchoring. The first unit to be installed on a job - an MR 309 - has been erected in the UK on the Dorchester Hotel in London by Bennetts Cranes.

### HEAVY DUTY LUFFER

Potain's 32 tonne MCR 625 heavy duty luffer is built at its factory in Zhangjiagang, China and aimed at markets in Asia, the Middle East, along with South and Central America although it will also be offered in Australia, New Zealand and Africa. The new crane includes many features from the MR 618, which is already popular in Europe and North America.

The MCR 625 has a maximum capacity of 32 tonnes in two fall operation at a radius of up to 22 metres with a 40 metre jib, or 17.5 tonnes on a single line at a maximum radius of 37 metres with a 50 metre jib. The maximum jib length is 65 metres with a jib tip capacity of 6.4 tonnes. Mounted on a 2.45 metre square tower, the MCR 625 can be configured with jib lengths from 30 or 40 metres up to the 65 metre maximum in five metre increments. The superstructure counterweight is adjustable for optimal load

distribution throughout the structure with a maximum weight of 60 tonnes (10 x six tonnes) and a maximum tailswing of 10 metres. Buyers can also choose between three hoists all of which can be equipped with up to 603 metres of wire rope and the fully rigged crane can be transported in 11 truckloads.

### ALL NEW POTAIN SELF-ERECTOR

The four tonne Evy 30-23 4 t is the first in the company's new range of self-erecting tower cranes designed for residential buildings up to three storeys in height. It features a 30 metre jib which luffs to 10, 20 or 30 degrees above horizontal for a maximum 35 metres under hook height. The four tonne maximum capacity can be taken out to a 9.5 metre radius, while the jib tip capacity is one tonne. The jib can also be hydraulically folded to a length of 15 metres or simply shortened to 24 metres if required

The crane offers a simple setup procedure and, according to Potain, requires less manual effort than similar cranes. It has a four metre square footprint and a new ballast block design that allows a loader crane to pick and install two blocks at a time. It also includes a three-phase power system and permanent four fall reeving.

The Evy is equipped with the company's CCS Crane Control System, Smart Set-up, Power Control and Drive Control and comes with the Potain Connect telematic modem allowing users to monitor and analyse crane utilisation, while providing remote and local diagnostics thanks to the Access and Assist applications. When it comes to transportation, the new Evy is

compatible with existing Potain axles and can be towed as a trailer at 25kph or 80kph when set up as a semi-trailer.

### NEW LIEBHERR L SERIES SELF-ERECTORS

Liebherr has launched upgraded versions of its L1-24 and L1-32 self-erecting tower cranes - the L1-25 L and L1-33 L - which include a substantial redesign of the structural elements, an improved hydraulic system and new modular drive system. Other changes include new crane control and operating systems, a modern telematics and remote assistance system, a move towards greater component commonality between models and nomenclature to reflect the maximum load moment of 25 and 33 metre/tonnes respectively.

The jib lengths remain unchanged at 25 or 27 metres for the 25 L with jib tip capacities of 950kg and 800kg respectively, and 30 metres for the 33 L with a jib capacity of 1,050kg. They also use the same ballast and transport axle options.

The new cranes also adopt a new standardised radio remote controller, to be used in all new Liebherr bottom slewing cranes, intended to make it easier to switch between the L and K series cranes, reducing the amount of training required.



*The new models adopt a new standardised fifth generation radio remote controller*

## TOWER CRANES

The cranes are the first of their type to feature the fifth generation of Liebherr's in-house control hardware, 'Liebherr Control 5'. In terms of software, the cranes are fitted with the second generation of the Tower Crane OS (Tower Crane Operating System 2), which features a new user interface first used on the EC-B series in 2021. All L series models are also equipped with the Sway Control assistance system to reduce sudden load movements and also include 'Micromove', which enables an ultra precise control function when placing a load into its final position.

Liebherr's first hydraulic luffing jib tower crane - the 195 HC-LH 6/12 which was shown as a prototype at Bauma - is due to start the first deliveries over the next few months. The crane can manage up to 2,550kg at the jib tip and its maximum radius when installed on the 1.6 metre square 16 EC tower system which can also be climbed.

### NEW TEREX FLAT TOP

Terex Tower Cranes has launched a new six tonne flat top tower crane - the City Class 150 tonne/metre CTT 152-6 - with jib lengths from 25 to 60 metres and a choice of tower and chassis configurations, offering free standing tower heights of up to 61.2 metres. The maximum capacity of six tonnes can be handled at up to 20 metres radius on a 60 metre jib, while the jib tip capacity is 1.91 tonnes. The new crane also introduces two new winch options - 18 or 22kW - providing speeds of up to 104 metres a minute.

Features include Power Plus, T-Torque slewing with customisable settings for precision and smooth movements, while the Terex Power Match (TPM) system is said to reduce power consumption, making it more environmentally friendly. Optional features include the company's T-Link Telematics Platform and the two person T-Lift Crane elevator with speeds of up to 40 metres a minute.

The CTT 152-6 incorporates several design improvements such as a pinned connection between the jib and slewing unit, along with the elimination of the counter jib ballast basket, allowing the entire jib assembly to be rigged at ground level along with the hoist and trolley ropes. Each jib section includes a pre-assembled and independent safety line. The entire upper part of the crane can also be transported in three truckloads of four HC 40ft containers. The S-Pace cab offers a large, wide glazed area as well as adjustable seating, stereo audio speakers, built-in heating and cooling systems and ergonomic controls.



*Terex Tower Cranes' six tonne City Class CTT 152-6*



*The CTT 152-6 crane has plenty of walkways and safe access routes*

### WOLFF 6523.12 CLEAR

Following its launch late last year, the Moortown Group has taken delivery of the first Wolff 6523.12 Clear flat top tower crane to arrive in the UK. The new crane went straight to work on the construction of the Sunderland Eye Infirmary in Sunderland, North East England. The crane has been erected on a 54 metre tower with 50 metres of jib and will play a key role in the construction of the new hospital, working

alongside a Wolff 6017 rigged with a 36 metre tower and 35 metre jib.

The 224 tonne/metre flat top crane has a maximum capacity of 12.5 tonnes in four fall set up, at a radius of 21.5 metres or 8.5 tonnes on two falls at up to 30 metre radius. The jib can be installed with lengths of 30 to 65 metres in 2.5 metre increments. Jib tip capacity at 65 metres is 2.3 tonnes or 2.5 tonnes with the 'Wolff Boost' function activated. The crane comes with a combined UV 20/TV 20 tower connection allowing it to be mounted on a two metre square tower to a freestanding height of 69 metres, or 106 metres on a 2.9 metre square tower. The crane can also be equipped with a Wolff's new High-Speed Positioning Assistance System, which uses a series of sensors to prevent load swing even when operated at speed or by a less experienced operator. ■



*Wolff 6523.12 Clear*

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*The 37m working height Dingli 3730HRT*



*The Almac Bibi 1090 Primo - the Bibi 33BL Primo in North America - can level 20 degrees longitudinally and 15 degrees laterally*

# STILL PLENTY OF DEVELOPMENTS

Given the enduring design of a scissor lift - a simple chassis, scissor stack and a deck - there have been a surprising number of developments over the past year, with many of the new products coming from Chinese manufacturers now taking a larger slice of the global scissor lift market.

The scissor lift as we know it today was developed in the Los Angeles basin area back in the early 1970s, with Californian companies - UpRight and Mark Lift - taking the lead in terms of innovations and new product development. They were joined by MEC in Mayville, Wisconsin, Economy Manufacturing in Illinois and then Skyjack in Canada. In the 1980s new ideas and concepts were popping up almost every year, but by the time the new millennium arrived the pace of development had slowed as the sector reached a level of maturity.

Europe did not really contribute a great deal to the regular scissor lifts, however the heavy duty, high-capacity scissor lift concept was developed by Holland Lift in the Netherlands, with a few small German companies joining in. In China, Dingli saw an opportunity to enter this market where growing demand continuously outstripped production capacity, especially as high rise warehousing came to the fore. The surprising success and acceptance of the Chinese producers led to Holland Lift sadly deciding to stop trading.

Direct electric drive on scissors was originally seen on an Italian Iteco - now Imer - scissor lift, although JLG took the concept into the mainstream market. Now most scissor lifts are electric drive, including a large percentage of Rough Terrain models. The latest move is to take the all-electric idea a step further by eliminating hydraulics entirely. JLG has been out in front on this, but companies such as Dingli have taken the idea and run with it, taking it into the mainstream market, currently on smaller models, although most slab electric models have a no-oil version.

In terms of a new concept there is the self-levelling tracked scissor lift pioneered by Italian company Almac, which began as a niche but is growing in popularity.

## DINGLI GOES HIGHER

The largest and most recent new scissor lift to be unveiled is the 115ft Dingli 3730HRT with deliveries due to begin later this year. Already in prototype testing, the 37 metre working height scissor lift has been developed in partnership with UK rental company Hire Safe Solutions and



*The large scissor lift was dominated by companies such as Holland Lift with its 110ft HL-340 D30*

is aimed at the next generation of high rack/high bay warehouses which are now exceeding 30 metres, with some due to go as high as 50 metres. Hire Safe Solutions has also ordered the first units of a batch of 20 to arrive in Europe before the year end.

This sector of the market was defined and dominated by companies such as Holland Lift, LiftLux, H.A.B and PB Lift. Holland Lift unveiled its first ultra-high narrow aisle machine, the 103ft high/1.4 metre wide HL-330 E14 4WDS/N with its 33 metre working height, 8.4 metre extended platform and 600kg capacity, with an overall weight of 24 tonnes in 2015, along with the 110ft HL-340 D30 with a 35 metre working height.

Sadly, substantial component price increases, supply chain issues and increased competition

# SCISSOR LIFTS



The Dingli 3750HRT has a 37 metre working height and 750kg maximum platform capacity

resulted in Holland Lift closing its doors last August. The company had always struggled with production capacity and was never able to keep pace with existing demand, let alone the growing demand over the years, resulting in continually long lead times. The arrival of Dingli with a rapidly growing range of models that were competitively priced and available with short delivery time was the final nail in the coffin.

The new Dingli 3750HRT has a 750kg maximum platform capacity and boasts a 7.46 metre long by 2.8 metre wide platform, which can be extended with a 2.25 metre power rollout deck extension taking the platform length to 9.71 metres. The unit has four wheel drive, four wheel steer and levelling jacks, although it can also be driven at full height on firm level ground. Overall stowed dimensions are eight metres by three metres with an overall height of 4.2 metres although it is a little weighty at 39.5 tonnes. Power choices include diesel, all electric or hybrid.

## LGMG'S BIG ELECTRIC SCISSOR

Next to the 115ft Dingli everything appears small, however LGMG's latest unit, the 65ft SR2024E is in its own right a big scissor lift and the largest in the manufacturer's range having a working height of 21.7 metres, a 750kg platform capacity and 7.3 metre fully extended deck. Weighing 14.6 tonnes it is 2.49 metres wide and has a 4.62 by 2.3 metre platform. As is the recent requirement, the unit can drive at full height but can also be levelled with the standard auto-levelling jacks. The overall length is just under five metres with the entrance ladder in place, while the overall height is 3.72 metres with the guardrails up and 2.83 metres when folded. The four wheel drive system uses an axle type transmission with standard oscillating axle, while

power comes from a choice of standard lead acid wet batteries or a Lithium battery pack.

## SELF-LEVELLING SCISSORS

The emergence of self-levelling tracked scissiors is beginning to gain momentum in a number of countries. Tracked scissor lifts have been around for many years - either small scissiors on rubber tracks which were popular in Japan, or larger tracked scissiors which were a speciality of Dutch manufacturers such as Omega and Holland Lift, sold mainly in the Netherlands and Germany to greenhouse contractors working on reclaimed land.

This sector changed in 2014 when Almac launched a compact six metre tracked scissor - the Bibi 630-L - which featured side to side levelling of up to 250mm. Platform capacity was 200kg and used a 220 volt power unit for indoor use, and a Honda engine for outdoors.

The Dynamic self-levelling Bibilift followed a year or so later capable of levelling 20 degrees longitudinally and 15 degrees side to side. The current range of crawler scissiors include the HE line with levelling jacks and the self-levelling BL line with working heights to 10 metres. AlmaCrawler's tracked scissor lifts sell for a substantial premium over wheeled alternatives

and yet have proved a popular rental item in a number of countries including Australia where demand has surprised everyone involved. The country is currently the manufacturers largest market, but interest is brewing in North America and parts of Europe.

The latest addition to the range is the Almac Bibi 1090 Primo, known as the Bibi 33BL Primo in North America. The Primo features a removable



The Almac Bibi 1090 Primo - the Bibi 33BL Primo in North America - has 14 degrees side to side

LGMG has launched a new all electric 65ft Rough Terrain scissor lift the SR2024E

**HOLLAND LIFT** was founded at the end of 1983 by consulting engineer Martin Haak and began production in 1984, its first units were sold to Hoogovens steel works, and its first production model the 41ft 125EV. The company was acquired by MBB in 1993 and Terex in 1998. Terex almost sold the business to Haulotte in 2001, but Roger Tracey of Stoneham Equipment stepped in and acquired the business in 2002 with the two directors, Menno Koel and Pieter Boogert taking up part of the equity. In 2007, the pair obtained private equity funding to acquire the company from Tracey. In 2010, Koel acquired Boogert's shares, and acquired the assets of Belgian boom and trailer lift manufacturer SkyHigh in 2012. In 2013 ProDelta Investments, which through Riwal was Holland Lift's largest customer, acquired the company and owned it until last year's liquidation.

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lithium battery pack and direct electric drive chassis. Working height is 10 metres and maximum drive height is 6.5 metres with a 300kg/two person capacity on the 1.8 x 1.3 metre platform. The unit has dynamic automatic levelling with 15 to 20 degrees longitudinally and 14 degrees side to side. The overall width ranges from 1.46 to 1.64 metres, with the unit's stowed height increasing when the tracks are extended. Total weight is 2,880kg.

Ebbe Christensen, president of US distributor Ruthmann ReachMaster said: "The Bibi's lithium battery pack can easily be removed and taken to a charging station, or be replaced with a fully charged battery, offering virtually infinite use of the unit. It can also be charged on the unit with a standard extension cord, but you can also leave the lift on site and take the battery to somewhere with a socket."

### GOMAN ENTERS THE MARKET

Chinese specialist aerial lift manufacturer Goman launched two new tracked self-levelling scissor lifts at the American Rental Show in mid-February - the 20ft S05C and the 28ft S08C. The smaller model has a working height of 8.2 metres, with a platform capacity of 230kg, while the larger unit has a 10.5 metre working height with 113kg. Goman was established in 2003 to build spider lifts and has tended to focus on the North American market since 2017. The product range includes spider lifts to 52 metres, insulated spider lifts to 23 metres along with trailer lifts and a self-levelling tracked boom lifts.

The smaller S05C has an overall length of less than two metres, and an overall width of 1.24 metres which can be extended hydraulically to 1.44 metres via the track support arms, which also varies the overall height from 2.26 metres in the wide format or 2.57 metres when narrow and the guardrails fold to a 1.93 metre transport height. The platform is 1.64 metres long - or 2.35 metres with the deck extension - while the platform width is 1.18 metres. Total weight is 2,025kg.

The lift can level by up to 20 degrees longitudinally and up to 13 degrees side to side. Power comes from a lithium ion battery pack with additional diesel or petrol/gas engine for bi-energy. Gradeability with either power source is 30 percent.



The 10.5 metre working height Goman S08C

Goman	S05C	S08C
Working height	8.2m	10.5m
Platform capacity	230kg	113kg
Overall width - low	1.44m	1.69m
Overall width - high	1.24m	1.51m
Overall length	1.98m	2.52m
Transport height	1.93m	1.82m
Gross weight	2,025kg	2,510kg

The S08C has an overall length of 2.52 metre, and an overall width of 1.51 metres which can be extended hydraulically to 1.69 metres via the track support arms which also vary the overall height from 2.33 metres in the wide format or 2.67 metres when narrow.

## SCISSOR LIFTS



Goman has two new tracked self-levelling scissor lifts - the 20ft S05C and the 28ft S08C

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## SCISSOR LIFTS

The guardrails fold to a 1.82 metres transport height when wide and 2.16 metres when narrow. The platform is 2.3 metres long - or 3.2 metres with the deck extension - while the platform width is 1.11 metres. The overall weight is 2,510kg.

The lift can level by up to 15 degrees longitudinally and up to 12 degrees side to side. Power options and gradeability are the same as its smaller sibling.

### PATENT PROBLEMS

Goman's auto levelling system as well as that from Chinese manufacturer Hered are similar to AlmaCrawler's system. Almac holds a wide ranging patent for the overall levelling concept for a self-levelling scissor lift and could choose to take legal action to defend its patent. However, Teupen has already challenged the patent on the basis that it had introduced a parallelogram mechanism that retracts the tracks while also lifting the machine well before Almac's patent application.

All-encompassing patents, however, can be difficult to defend. They invariably, as in this case, include some areas of prior art, such as the design for a parallelogram adjustment mechanism for the tracks, a concept that significantly predates Almac's patent. However, the overall levelling mechanism for a tracked scissor lift is original to Almac. The legal ball is in Almac's court.

### LEVELLING VARIATIONS

One aerial lift company with its own unique version of a self-levelling platform is Spanish manufacturer Mecaplus. The company started out in the tree pruning business and developed its first self-levelling platforms to help improve safety and efficiency in that sector. Earlier this year it delivered the first of a new dynamic self-levelling scissor lift, the 34ft T12SL to access rental company Alquilaplant in Chapineria east of Madrid for field testing and evaluation.



*The Mecaplus T12SL can level by up to 12.3 degrees end to end to cope with a ground differential of 454mm*



*The Mecaplus T12SL front axle*

With a working height of up to 12.3 metres, the T12SL has standard four wheel drive and can level by up to 12.3 degrees end to end to cope with a ground differential of 454mm. It can also level up to 20 degrees side to side for a 637mm differential - all without the need for levelling jacks. This is achieved by mounting each rear wheel on a long, vertically telescoping box section extended or retracted by a hydraulic cylinder, combined with an oscillating front axle with long throw levelling cylinders. The unit automatically levels the machine as it drives, even at full height.

Platform capacity on the 2.39 metres by 1.6 metre deck is 400kg and a 1.3 metre roll out extension takes the overall platform length to 3.75 metres.

The machine has an overall stowed length of 2.75 metres over the entrance steps, which can be removed for shipping. The overall width is 1.75 metres and overall stowed height 2.7 metres - 1.9 metres with guardrails folded. The overall weight is 3,900kg. A choice of power is available including all electric or Bi-energy/Hybrid using a Kubota Stage V diesel.

### NEXT GENERATION 32/33FT

There have been several ultra narrow 32/33ft scissor lifts launched over the past year - from

MEC and Dingli - which can drive at full height, eliminating the levelling jacks found on some models in this class. Both are very similar and offer excellent performance compared to existing models, but it comes with a significant overall weight penalty in the region of 30 percent!

MEC's 32ft 3232SE scissor lift has a working height of 11.6 metres indoors or 9.1 metres outside and a platform capacity of 250kg with two people or one person when outside. Overall weight is 3,240kg.

The Dingli JCPT1208AC has a slightly higher working height of 12 metres indoors and 9.2 metres outdoor and is drivable at full height with the same 250kg capacity, however it is also 90kg lighter at 3,150kg. Like the MEC it has a standard 900mm roll out deck extension providing a 3.1 metre long by 810mm wide extended work area compared to the MEC's 3.2 metre by 740mm deck.

The overall length of the MEC is 2.3 metres with the platform entry ladder stowed or 2.5 metres with it in place, whereas the Dingli is slightly longer at 2.48 metres with a stowed height of just over two metres with guardrails folded. The MEC has an overall stowed height of 2.4 metres with the guardrails up, or two metres when folded.

MEC's power comes from an AGM maintenance free battery pack driving dual direct drive AC wheel motors. Its patented Leak Containment System is also standard equipment. The Dingli is powered by a standard 24volt/240Ah battery pack with AC lift motor and twin AC direct drive wheel motors on the front axle.



*Mecaplus delivered its first new 12.3 metre working height T12SL earlier this year*



*MEC's 11.6 metre working height 3232SE*

*The 12 metre Dingli JCPT1208AC can drive at full height and has a 250kg capacity*



*The stowed Dingli JCPT1208AC*





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# SCISSOR LIFTS

## OIL FREE LGMG SCISSOR

LGMG has launched the 'oil free' 26ft S0808PE, with direct AC electric motor wheel drive, electric steering and a linear actuator lift cylinder, completely eliminating the need for hydraulic oil. As with the standard hydraulic drive S0808II, it can drive at full height indoors with a working height of 9.8 metres and 230kg platform capacity. Outside the maximum working height is reduced to eight metres.

Preliminary specifications indicate an overall width of 830mm, overall length of 2.44 metres and stowed height of 2.36 metres although the standard folding guardrails reduce that to 1.99 metres. A 900mm roll out deck extension has a maximum capacity of 120kg and total weight is about 2,230kg.



The LGMG 'oil free' 26ft S0808PE

## JLG ES4046 EURO

JLG has launched a European version of its 40ft ES4046 electric drive slab electric scissor lift which offers a working height of 13.9 metres indoor or 10.75 metres when working outside. It can drive at both working heights and has a maximum platform capacity of 350kg indoors and 250kg outdoors. Overall width is 1.17 metres, while the platform is 955mm wide, leaving 87mm on each side between platform guardrail and chassis edge. Overall length is 2.71 metres and it weighs 2,826kg, while the overall stowed height is 2.53 with guardrails up and 1.99 metres when folded.

The front wheel direct AC drive motors help give the machine a 40 percent improvement in the number of cycles between charges. Options include JLG's ClearSky Smart Fleet, two-way

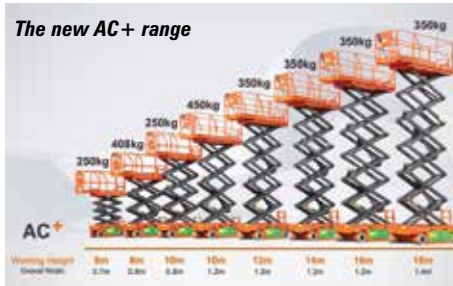


The CE version of the ES4046

fleet management and communication platform, CleanGuard leak containment system, a 900 Watt inverter to charge tools and SkySense secondary guarding system. The 912mm roll out deck is standard.

## DINGLI AC+ SCISSOR LIFTS

Dingli has carried out a major upgrade to its current AC series. The new AC+ line up comprises eight models from 19ft to 46ft, with four overall widths - 760mm, 830mm, 1.2 metres and 1.4 metres - and platform capacities ranging from 250kg to 450kg. The nomenclature is also greatly simplified, with the JCPT prefix dropped so that for example, the JCPT1612AC becomes the S1612AC+.



The AC+ range includes higher platform capacities for each width and height along with numerous other significant improvements including electric actuator steering in place of the hydraulic cylinder, leaving platform lift as the only hydraulically operated function on the machine. The new range also comes with a 'Three-Year Comprehensive Warranty'.

Other features of the AC+ range include:

- New side and rear fork pockets located at the top of the chassis for improved stability when lifting and moving the machine.
- A new high capacity lithium iron phosphate battery pack with a five year warranty.
- A new control box with a high resolution dot matrix display and new silicone function buttons.
- A new non marking tyre compound said to reduce tyre wear by 30 percent, while reducing rolling resistance by six percent.
- A new four in one integrated ECU motor controller, said to optimise the electric circuit layout and improve output efficiency.
- A more accurate real time load sensing system.
- A gravity driven regenerative lift function, putting power back into the battery pack.
- An optional leak containment system.

### Key specifications of the new models

Model Number	Platform Height	Work Height	Overall Width	Platform Capacity	Overall Length	Overall Weight
S0807AC+	19ft	7.8m	760mm	250kg	1.83m	1,630kg
S0808AC+	20ft	8m	830mm	408kg	2.48m	2,160kg
S1008AC+	26ft	9.9m	830mm	250kg	2.48m	2,230kg
S1012AC+	26ft	9.9m	1.15m	450kg	2.48m	2,750kg
S1212AC+	33ft	12m	1.19m	350kg	2.48m	3,060kg
S1412AC+	40ft	14m	1.19m	350kg	2.48m	3,210kg
S1612AC+	46ft	15.7m	1.25m	350kg	2.84m	3,390kg
S1614AC+	46ft	15.7m	1.39m	350kg	2.84m	3,500kg

Fork pockets side and rear on top of the chassis improve stability



Dingli has also introduced a growing range of 'Hydraulic oil-free' models which use electric actuators to elevate the platform as well as steer, entirely eliminating the hydraulics.

## FIVE YEAR WARRANTY FOR HAULOTTE

On the subject of longer warranties Haulotte has extended its full warranty period on its slab electric scissor lift range from two to five years or 1,500 hours. In addition to the above launches, there have been a fair few new micro scissor lift launches this year which are covered in the last issue - see C&A 26.3 page 20.

## THE FIRST MANITOU SCISSOR LIFTS

Manitou has started producing its first scissor lifts at its plant in India, the first model to go into production is the 19ft SE0808, with a working height of 7.8 metres, a platform capacity of 230kg, an overall width of 815mm and an overall length of 1.85 metres, with an all up weight of 1,500kg. In other words, a classic 19ft compact scissor lift with AC electric wheel motor drive, integrated diagnostics with a full colour display screen, standard 900mm roll out deck extension and full height swing gate entrance.

Other models will include the 26ft/815mm wide SE1008 with 230kg platform capacity, the 32ft/1.17 metre SE1212 and later a 40ft model, both with 350kg platform capacities. See the feature on a visit to Manitou India - page 36



The 19ft SE0808's built in India ready for shipping

NEW

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# MANITOU'S INDIAN SCISSORS

All eyes have been on the Manitou Group with the launch of its first scissor lifts in February of this year. Cranes & Access Assistant Editor, Imogen Campion visited the company's manufacturing facility in Greater Noida, India where the new scissor lifts have now gone into production.

**Since the launch of its slab electric scissor lift line earlier this year, Manitou has been busy. Its facility in Greater Noida has taken on 40 new employees to accommodate the additional production line, which will initially build a range of four units with working heights from eight to 14 metres.**

The prototype lifts made their debut at Excon 2023 in Bangalore last December, but details were minimal. Since then, production of the 19ft SE0808 - 7.8 metres working height 810mm overall width - has begun and is currently the only model in production with the potential to build 12 units a day - all of them being shipped to Europe.

Although the new lifts are being manufactured in India there are no plans for them to be sold locally. Head of scissor lift production Rajat Tandon said: "This is mostly because the market for the machines is not yet there, it is still evolving. The other products built in the plant include backhoe loaders which are now a staple product in India, while telehandlers are now growing in popularity, albeit at a steady pace."

"This year, the scissors will only be sold and marketed in Europe in order for them to be monitored. This is not a machine that we have manufactured before, we previously purchased models (Genie compact RTs) from another supplier," he added. "The next phase of the plan is to launch them in the North American market next year, while the third phase of the plan includes India, but it is still in the works."

Production of the 26ft SE1008 which is also a narrow model but boasts a 10 metre working height, is currently set to start at the end of the year. The 32ft SE1212 - with 12 metre working height and 1.17 metre overall width - and the 40ft SE1412 are planned for next year.

Platform capacities are 230kg on the narrower machines and 350kg on the wider model, while all units use AC direct electric wheel motor drive and will include integrated diagnostics with a colour display screen, standard 900mm roll out deck extension and a full height swing gate entrance.

The SE0808, SE1008 and SE1212 have overall widths of 810mm, 820mm and 1.17 metres wide respectively and overall lengths are 1.85, 2.42 and 2.43 metres, while overall weights are 1,500kg, 2,200kg and 2,880kg. Details of the 14 metre lift have not yet been released.

"The design of the scissors was a collaboration between the Indian and French teams, with the majority of the electrics and hydraulic system design handled in France, but the transition of this work to India is now underway. All software and electronics will continue to be made in France, while the hydraulics and mechanical design happens in India, but we are starting to look at the electrical side," said Tandon.

In terms of the actual manufacture, all fabrications and metal components are local, but initially around 30 percent of the machine is imported. "We are looking at further localising the machine after monitoring its performance



so as of right now, sourcing all the components locally is not necessary," added Tandon.

The company is planning to expand the facility to also accommodate its telehandler line, as demand increases additional space is not only needed for manufacturing, but also for testing and other processes.

## TELEHANDLERS GAINING GRADUALLY

Telehandler assembly kicked off in 2019 and runs alongside the new scissor lift line in the same building. I spoke to Sandeep Agarwal, head of telehandler production, who said: "We are making five models here, but can make seven depending on the colour, we sell red within India but yellow and red outside of India."

The largest model currently in production is the

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## SCISSOR LIFTS



17.4 metre/4,000kg MX 1740 while the smallest is the 7.6 metre/4,000kg capacity MXT 840. The models were unveiled in Phuket, Thailand in 2019, the first time the company had launched a product outside of Europe or the US.

The MXT 840 and MXT 1740 are designed to meet the requirements of developing markets in terms of telehandler adoption and as such are tailored to the local working environment. "Most components, around 90 percent, are locally sourced with 25 percent of the machines we produce staying in India and the rest exported," adds Agarwal.

Both models feature similar booms and chassis components to their European counterparts. However, they employ a high boom mounting and simpler controls and electrics, while the covers, mudguards and dashboards are all steel, rather than the composite materials on European built models. The engines come from Kirloskar for the Indian models, while export units are fitted with Perkins. As a result, the Indian built models cost considerably less than their western equivalents, with that gap potentially widening if production volumes in India exceed current projections.

### STATE OF THE ART PARTS FACILITY

I also had a tour of the all-new spare parts facility, with manager Anand Maheshwari and assistant manager Ashutosh Sharma. The building, completed in September, is located a 10 minute drive away from the main plant and at 10,500 square metres is four and a half times larger than the former parts warehouse.

The facility, one of seven Manitou parts stores worldwide, stocks parts weighing from 500g to four tonnes. "45 percent of spare parts shipped from our warehouse go to India and 55 percent overseas," said Maheshwari. "We are also focused on the environment and have cut plastic

consumption by 45 percent this year, by using shredded, recycled cardboard boxes for packing."

The building is 15 metres high with a shelf height of 8.5 metres, plans are underway to introduce autonomous mobile stock pickers in 2026, similar to those used at Manitou's Ancenis facility in France. Shelf heights could also be raised with both initiatives helping improve productivity while putting off a further expansion for eight to 10 years.

"We have also taken on some global activities from France," says Maheshwari, "for example we are now managing global reports and the time cycle of the warehouses and have further plans to take on more over the next couple of years." ■



Visiting the spare parts facility



(L-R) Anand Maheshwari, Ashutosh Sharma and Srishti Tikkha

## CASE STUDY

### EUSTON STATION, LONDON

**When Premier Modular needed to employ aerial work platforms on a modular build project at Euston Station in London it approached Brilliant Ideas for a solution to spread the ground loadings.**

The platforms - two articulated boom lifts, a 135ft Genie Z135/70 and a 34ft LG 340AJ articulated boom and a 26ft Genie 2669RT Rough Terrain scissor lift - needed a 75 metre long stable base for them to travel along the building façade. The three the machines have overall widths ranging from 1.79 to 2.5 metres with overall weights of 3,243kg, 4,400kg and 20,366kg.

The solution was to create a 75 metre long track with 354 Alimats interlocking extra-long modules which are available in three lengths - 1.74, 3.48 and 2.175 metres - plus 164 Ethafoam sheets.

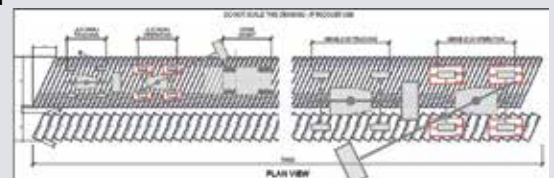
For the Genie 2669RT and the JLG 340AJ the 3.48 metre by 580mm interlocking pads were laid at an angle, with a separate layer of 1.74 metre by 580mm interlocking pads to cope with the additional width of the Genie Z135/70.

Brilliant Ideas managing director Dan Westgate said: "With scissor lifts, there are two very different load cases to be considered in the tracking and operating condition. You do get a much higher load in the operating condition when the lift is fully elevated as the load is concentrated at one end of the machine. This is also the case when the deck is extended. Some of the enquiries we receive misunderstand this and the loads are calculated incorrectly."

#### BUT WHY AT AN ANGLE?

"The track was laid with the modules at an angle to ensure load spread occurs across the interlock as it spreads perpendicular to the direction of travel. This will also mitigate any rippling that could occur if the system was installed straight - if the system is rippling then the tracking load is not being spread. For the operating loads which are significantly higher than tracking loads we introduced an additional layer, so the system works like outrigger mats. The temporary works design for this particular project required an additional layer of 2.175 metre long modules for the operating condition for the large aerial work platforms."

The mats were installed by the Brilliant Ideas team with the whole project completed in a week including providing the solution, installation and completing a comprehensive Pre-Qualification Questionnaire (PQQ).





# SKILLED GLASS PANEL MANIPULATION

Over the past few years a number of factors have led to the dramatic growth in the use of structural glazing at the same time as triple glazing and other forms of improved insulation have become popular and necessary. Stricter manual handling regulations, have also come into force obliging glazing companies to adopt new methods of working. The lifting industry has responded with new equipment and innovative solutions. We take a look at a few examples.

**Glass and window installation is now a highly skilled trade that also requires the ability to use the wide variety of handling equipment available. The days of two or more people lifting and pushing a heavy window into place are now largely behind us, while the growing variety of equipment and methods enable windows and glazing panels to be installed more quickly and safely than ever before, and increasingly to greater heights.**

Equipment such as the spider crane equipped with vacuum attachments became the standard 'go-to' product for many glazing jobs a good few years ago, particularly when fitted with searcher hooks and cantilever beams. Their ability to cope with rough and uneven sites, taking up little space, and to level on inclines can be the difference between a quick, easy job and an impossible task. On high rise construction they can be equipped with long hoist ropes to lift or lower panels into place from floors above installing panels several floors below the crane, while a growing armoury of attachments allow the user to reach under or over obstacles.

But in a similar 'chicken and egg' scenario to ever larger cranes, which came first - the larger glass handling machine or the bigger heavier glass panels? Whichever it was, there is now an increasing amount of 'off the shelf' equipment capable of lifting a wide range glass panels in terms of size, weight and reach.

However, these highly sophisticated machines are often too complex and expensive to be a sensible option for the majority of simple installation jobs. An issue some companies are working to overcome.

An increasing number of telehandlers and aerial work platform manufacturers now offer specific glass installation attachments, either with a new machine or for use with existing models.

## TELEHANDLER ATTACHMENT

Italian telehandler manufacturer Magni has unveiled a new attachment for lifting and installing large individual flat panels in high and awkward to reach locations, making it far easier to position them at heights well beyond the reach of glazing robots and spider cranes.

Designed for use with Magni 360 degree models, the Vacuum ER-Litocran 700 consists of a power pack, a short two section telescopic jib mounted on a slew ring with 180 degrees of rotation and 90 degrees of articulation above and below the horizontal, all topped by a four suction cup vacuum head with 360 degrees of rotation.

The vacuum head can be manually tilted by up to 90 degrees for placing panels in the vertical plane in a wall or horizontally to a ceiling, all of which provides an incredible range of manipulation. It has been specifically designed to handle large glass, metal or ceramic/marble panels weighing up to 500kg. A larger eight cup head can manage



*Magni's Vacuum ER-Litocran 700*



*The Hoeflon Multitool*

700kg. Both can be operated via a remote controller so long as the operator has a clear view of the placement point.

## HOEFLOM MULTITOO

In a similar vein, Dutch spider and mini crawler crane company Hoeflon has started shipping its new Multitool which includes a claw for clamping and moving beams and pipes, forks for lifting and placing pallets and the Multivac for manipulating glass panels. The attachment can be installed on the C4, C6, C10 and C30 cranes. It offers 200 degrees of tilt, 95 degrees of swivel from minus 45 to plus 50 degrees and 360 degrees continuous for the head. The lifting capacity ranges from 1,250kg for the clamp to 2,000kg for the lifting eye.



The Dingli BT2615ERTGS

**DINGLI GLASS HANDLER**

About 18 months ago Chinese aerial lift manufacturer Dingli launched its 1,500kg capacity vacuum glass lifting head for its 26 metre, all electric boom lift. The vacuum head is made up of eight autonomous vacuum pads which do not require tubes from a central pump. The modular design is based on a product the company launched in 2020 which has been extended from 500kg to 1,200kg and now 1,500kg.

The aerial work platform base is equipped with an 80 volt, 520Ah high capacity lithium battery pack with a quick charge capability of 1.5 hours. The base machine remains exactly the same as the standard platform, with four wheel drive and steer plus an oscillating axle.

The machine can take its maximum load of 1,500kg to just over 26 metres. The glass handling head can rotate 360 degrees, tilt forward 30 degrees and back 90 degrees and articulate 160 degrees for precise placement of panels - all of which can be operated via a wireless remote controller.

The company's existing 1,200kg glass handling boom attachment has already been thoroughly tested in the construction of dozens of glass curtain wall installation projects, with a machine installing an average of 13 large heavy glass panels in a typical working day, with a maximum of 16 panels having been achieved on one project.

The Dingli vacuum lifting head



**GLAZING ROBOTS**

Glazing robots offer a simpler and cheaper alternative, sharing some of the spider crane characteristics but are designed to do one task well with simple controls and limited set-up requirements, unlike the multi-functional spider crane.



The 1,200kg version in action



Uplifter's GW 1125 can lift glass panels weighing up to 1,125kg

They have a different boom geometry to a crane and their control systems owe much to forklifts. Layout wise they generally do not use outriggers, have a handlebar mounted steering arm to the rear of the machine with a single or twin steering wheels with two wide spaced wheels at the front for stability although they are not really suited to rough or uneven ground.

On most glazing robots, the glass manipulator

itself is offset from the boom. The top of the pane will typically be above the head of the boom, allowing it to be positioned easily under obstructions. This all combines, in most instances, to deliver a machine that can be offered on bare rental or owned by the end user with only basic familiarisation needed for operation. In many cases they can be used with different vacuum cups to install other materials such as metal or stone façade panels.

There are many manufacturers of glazing robots. Some of the more recent models include Germany's Uplifter which launched the 1,125kg 'Beast' Glassworker GW 1125 a few years ago and UK based GGR's largest glazing robot - the 1,400kg Oscar 1400 - aimed at lifting a range of materials from heavy glass, ceramic plates, plastic boards and other non-porous materials.

Denmark's GMV has been building specialist load handling devices for more than 30 years including Winlet glazing robots. One of its latest is the fully hydraulic Winlet 400. On earlier machines, the manipulator at the front of the robot had been able to move loads from side to side using a mechanical actuator. On the 400, this movement can now be powered by hydraulic cylinders, offering a more compact and powerful machine overall but at the cost of a little reach and height.



The Oscar 1400 can extend to a height of 2.3 metres





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## APPLICATIONS

UK based crane and glass handling specialist GGR has worked in this sector for around 25 years and has always been on the lookout for new ideas and technology. It now runs an extensive range of glass handling machines - robots, mini cranes and booms - and a variety of attachments to deal with the multitude of different project requirements. We take a look at two totally

different applications - Rochdale Town Hall and the Arendal Spirit ship - which show the range of equipment that is needed when installing panes of glass. Also, we see how Bavaria based Heavylift installs large and heavy panes of glass at an altitude of more than 2,000 metres in the Dolomite mountains of Italy.

# REPLACING GLASS AT SEA

Glass handling equipment is not just needed on construction sites. GGR has successfully completed an unusual project to replace seven new glass panels on the captain's bridge of the Arendal Spirit ship - a 50,000 tonne platform with an overall length of 74 metres and beam of 75 metres - based in Tenerife. The task was even more challenging due to the immediate vicinity of the sensitive electronics used to control the ship. GGR used a Libro 1200 3D Head Overhang Beam to help install the glass panels which weighed between 330kg and 670kg each and required precise and careful handling to ensure safety and avoid damage to the nearby systems.



## LOAD CAPACITY AND SPACE

One of the major considerations was the ship floor load capacity of 500kg per square metre which required careful planning in terms of weight distribution during the installation. However, by attaching the Libro Overhang Beam to the ship's onboard crane, it effectively eliminated the floor loading constraints.

With only a 1.27 metre distance between the glass installation point and the ship's electronics, the installation required extremely accurate handling. The glass needed to fit into a 1.15 metre opening and then installed horizontally above the control systems. The team successfully replaced the more difficult to access panels thanks to the remote controller.

## LIBRO 1200 3D HEAD

The Libro 1200 3D Head Overhang Beam is designed for high and low level lifting tasks and is the ideal choice for installing large glass panels weighing up to 1,200kg for flat and 1,000kg for curved glass on vertical or inclined façade elements, in hard to reach places such as façade apertures, soffits and overhangs of up to three metres.

The counterweight saddle is moveable along the beam to balance the load and is operated by cable or radio remote control. The anti-tilt switch prevents the counterweight balancer from tilting more than 10 degrees, ensuring stability and safety.





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## ROCHDALE TOWN HALL

The historic Rochdale Town Hall building in Greater Manchester required two different types of glass to be installed to archway reveals. The grade one listed building was designed by William Crossland and opened in 1871 to symbolise the town's rich industrial standing in the textile trade. It is said that its ornate stylings are rivalled only by the Palace of Westminster.

The intricate project involved installing smaller arch tops over doorways and three large single unit pieces requiring precision and specialist lifting equipment to ensure the glass was securely and accurately placed within the archway structures and beneath the portico soffits.

Because of the size and weight of the glass - the largest panels were 5.6 metres long and weighed up to 1,000kg - the installation required a Unic URW-706 spider crane with Libro 2500B overhang beam and GL-UMC1200 glass manipulating head.

The combination allowed the crew to guide the glass panes below the portico overhangs into the archway reveals with relative ease. The beam balances the load and is operated by either a cable or a radio remote control.

### MANIPULATING HEAD

The GL-UMC 1200 manipulating head enabled the rotation and manoeuvring of the glass pieces with great precision ensuring they could be accurately

fitted into the designated areas. Depending on the configuration, the GL-UMC 1200 has the ability to lift both flat glass panels of 800kg or 1,200kg and curved glass up to 1,000kg with a minimum radius of two metres and manipulate it into position, with plus or minus 60 degree tilt, plus or minus 40 degree slew and 360 degree continuous rotation, all controlled via radio remote control.

### INSTALLATION PROCESS

First the glass needed to be lifted from the stillage, rotated vertically and then manipulated with the GL-UMC 1200 into the portico. The smaller arch top panels were positioned over the doorways and manoeuvred into place. The large single units required more complex handling. Once in the portico, the glass needed to be pulled back into the rebate for the glass to be fitted securely.

The tight fit of the glass around the frame required using the counterbalance beam and GLUMC-1200 manipulating head. This allowed the URW-706



The Grade One listed Rochdale Town Hall installation required a Unic URW-706 spider crane with Libro 2500B overhang beam and GL-UMC1200 glass manipulating head

to take the glass into the portico and then pull it back into the recess, ensuring a precision fit.

## GLASS MOUNTAIN INSTALLATION

The conversion of the former 2025 metre high Sesto/Sexten cable car mountain station on Monte Elmo in the Dolomites region in South Tyrol, Italy into the Messner Mountain Museum (MMM) Roca, created a few challenges for Bavarian glass installation company Heavydrive.

Design practice Plasma Studio and architect Ulla Hell undertook the conversion, trying to repurpose and preserve as much of the existing structure and industrial character as possible, while integrating new structural elements including a panoramic glazed façade which offers impressive view of the surrounding mountain landscape.

Work on the project began in October 2023 starting with transporting the necessary equipment by truck up the narrow mountain roads and gravel tracks to the site at an altitude

of 2,050 metres. The 6.0 by 2.3 metre panels weighing up to 1,700kg were supplied by façade construction company Frener & Reifer based in the South Tyrol and had to be set into a 17 degree sloping façade. A few were also installed horizontally overhead with the whole job completed within two days and in poor weather conditions. An experienced Heavydrive operator used a truck mounted Fassi F990 loader crane with a 2,000kg capacity VSG 2000 KMHL vacuum head with slope adapter together with a VSG 3000 counterweight beam for the installation.

Before the work began, the equipment's air pressure had to be acclimatised to the 2,000 metres plus altitude. The façade elements were then able to be safely picked up, transported to the opening and swivelled to the required outside inclination of 17 degrees using the



The VSG 2000 K M H L Vacuum Suction system has a capacity up to 2,000kg

slope adapter. This made it possible to set the panes from the outside.

The VSG KMHL vacuum suction system also has infinitely adjustable cups. This allowed the operator to set the smaller, triangular edge panes of the façade using the same system but smaller cups which are easily swapped out.

"The assignment has shown us that having an experienced operator on site makes sense and ultimately saves costs, especially when it comes to challenging projects," says Heavydrive managing director Günter Übelacker. "Drawing on his experience, the operator decided for time

reasons to quickly modify the larger system to handle the smaller panes rather than using smaller equipment. As a result, the assignment was completed on time."

There are six Messner Mountain Museum locations in South Tyrol. The last to open this autumn will be the Roca on Monte Elmo in Sesto, where the theme is dedicated to 'rock' and 'rock climbing'.



A pane is lifted into the sloping façade



The finished sloping façade of the MMM Roca from below

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# VERTIKAL DAYS 2024 - THE BIGGEST YET!

This year's Vertikal Days at the new venue of Newark Showground in Nottinghamshire has already sold out and is set to be the biggest event since its debut at Haydock Park in 2007. It will also be the largest lifting equipment event anywhere in Europe this year.

**The 2024 show will be the 17th year for the Vertikal Days event, this year being held on the one kilometre long Vulcan Runway at the Newark Showground on the 11th and 12th September.**

The show is dedicated solely to the lifting and working at height industry, and an ideal opportunity for visitors from rental and utility companies, major contractors, manufacturers, dealers, suppliers and end users to see and hear about the latest product launches and developments. And staying true to its roots, visitors will also benefit from everything being complimentary - from free parking and entry, through to free refreshments and catering.

A full 50 page guide to the event will be published in the September issue of Cranes & Access magazine available before the show, which will highlight the many new product launches and provide a complete guide to every exhibitor.

## THE MARKETPLACE PAVILION

Located centrally within the showground, the Marketplace Pavilion is almost a show

within a show and will include an even more comprehensive mix of companies displaying the very latest in ancillary products and services related to cranes, access equipment and telehandlers. This will include companies representing safety equipment, software, innovative components, rigging solutions, training suppliers, financial solutions and electronics. It will also feature the main Marketplace café serving complimentary tea, coffee and soft drinks all day - a great place to network or simply sit and relax for 10 minutes or so.

## MEETINGS

Trade associations already signed up include IPAF and the CPA, both of which will be holding meetings and welcoming members and non-members to their stands. Details of meetings will be released closer to the time. With sunshine in the Vertikal Days logo, the team are always hopeful of bright weather, but we're assured by the Newark Showground team that whatever the weather, the quality and reliability of the ground will serve us well.





**HIGHLIGHTS TO LOOK OUT FOR**

This year there are 27 'first time' exhibitors including aerial lift manufacturers and replacement parts suppliers, glass handling companies together with the latest in power and generator technology. Some exhibitors will feature live demonstrations on their stands to show the latest product developments in action. Tadano will demonstrate its new hybrid crane working on battery power, while Torquer's new HALO system can be seen in working on an Ainscough crane. IPAF will have a dedicated demonstration area in the centre of the showground promoting safe trailer loading and unloading practices which continues to be the number one cause of accidents.

There will be plenty of new products on show - including a few global launches - but many of the exhibitors are keeping that information 'under their hats' until the show. However here are a few of the new product launches that we know about.

**275 TONNE LATTICE CRAWLER**

NRC Plant - the sole UK and Ireland distributor for HSC and Link-Belt cranes - will show the new 275 tonne HSC SCX2800A-3 lattice crawler crane, the first in the UK with the updated Stage V engine. The crane - currently on the water from Japan - has been sold to Weldex with the official handover planned during the show. The crane is an LF model with luffing jib and will be rigged with a 30 metre main boom and 30 metre luffing jib.



**LIEBHERR UNVEILS 400 AND 150 TONNERS**

Two new cranes will make their UK trade show debut on the Liebherr stand, the 400 tonne LTM 1400-6.1 AT and the 150 tonne LTR 1150 telescopic crawler. The LTM 1400-6.1 replaces the popular 350 tonne LTM 1350-6.1 and will feature a similar six section 70 metre boom to the LTM 1350 and Y-Guy Superlift system however unlike the LTM 1300 it is a single engine crane. Various lattice extensions and jibs are available, starting with the manual or hydraulically luffing 45.5 metre extension that takes the maximum tip height to around 120 metres and can offset by up to 40 degrees. An 80.5 metre luffing jib takes the maximum tip height to around 140 metres. It also features a new VarioBallast adjustable counterweight system.

The LTR 1150 is said to offer capacity improvements in many parts of the load chart







Liebherr LTM 1400

compared to the 100 tonne LTR 1100, and yet it is as easy and economical to transport. The overall weight of the LTR 1150, with counterweight removed but tracks left in place, is 60 tonnes with an overall transport width of 3.5 metres. If the tracks are removed the overall weight is 38 tonnes with a three metre overall width.

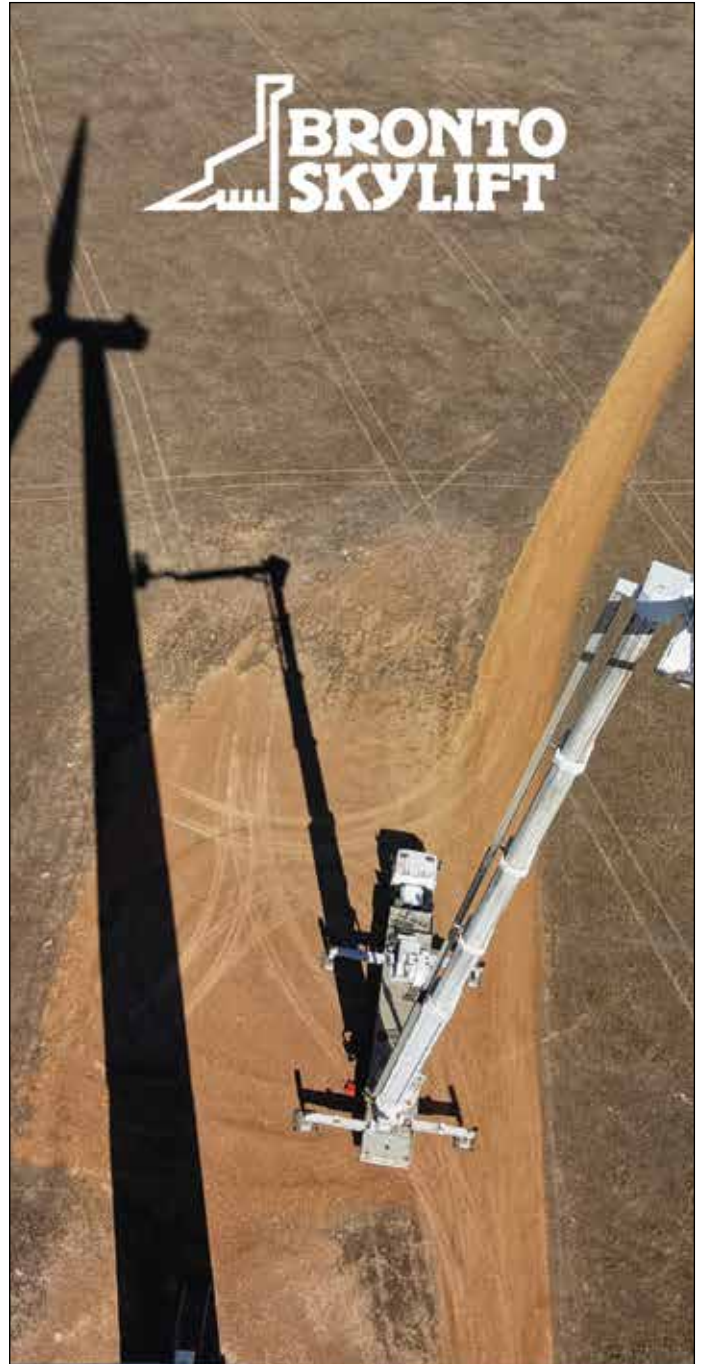
The boom and extension configuration are the same as the LTR 1100, with a six section 52 metre main boom, topped by a 10.8 to 19 metre bi-fold lattice swingaway extension. This is also the first Liebherr to incorporate automatic track width and slew position monitoring in real time, with the data fed into the crane's control system to calculate the optimum load chart for the actual set up. In other words, 'Variobase' for crawler cranes.



Liebherr LTR 1150

### LIFTROLLER LAUNCH

Distributor 4 Cladding Services will launch the innovative Norwegian LiftRoller system in the UK. LiftRoller designs and manufactures a range of equipment for moving heavy, bulky building products into buildings or around site. They include cantilever loading platforms and a wheel transporter that can take loads from a roller platform or directly from a truck and transport them directly to where they are required. The Liftroller Floor, Liftroller Wall and Liftroller E Wagon will all be on display - this is a stand not to miss.



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Snorkel will exhibit several new products making their UK debuts including the CE version of the 13ft S3013 Mini micro scissor, 19ft S3219 Plus scissor together with the 46ft 460SJ and 66ft 660SJ telescopic boom lifts.



which does away with stabilising jacks - makes its European debut at the show. And finally look out for the 25ft MME25 vertical mast lift.



**UNIC POP-UP SPIDER CRANE**

Unic distributor GGR will host the world launch of the Unic UM325 Pop-Up mini spider crane. The crane's maximum capacity of 3.2 tonnes is available at a radius of up to 2.2 metres, while offering a lift height of around five metres. The key difference on this crane, and the reason it has the Pop-Up moniker, is its rising boom pivot point which enables the entire length of the chassis to be used for base boom stowage allowing longer sections without compromising overall stowed length. The riser then elevates, almost vertically, raising the boom pivot point to a height of more than two metres, while moving it forward towards the centre of the chassis. The five section 10.1 metre telescopic boom is topped by a 5.74 metre four section telescopic luffing jib. Maximum radius is just less than 16 metres with boom and jib horizontal, while the maximum tip height is almost 18 metres at which it has a capacity of 400kg. Total weight is 3.67 tonnes.



**THREE FROM KRANLYFT**

Maeda and Klaas dealer Kranlyft will show the all-new Maeda MK3053-C spider crane and may also have a customised trailer design specifically for the crane created in collaboration with Hazlewood Trailers. The new Klaas 2500 aluminium truck crane may also makes its debut, along with the Terex CSE 32 self-erecting tower crane.

*Klaas 2500*



**NEW MEC SCISSORS**

MEC Aerial Work Platforms will have numerous Micro class scissor lifts on display including the 10ft all-electric Nano10-XD with Xtra-Deck as well as the 13ft Micro 13-XD, 19ft Micro 19-XD and 26ft Micro 26-XD, while the 32ft 3232SE -



# SMART SOLUTIONS FOR ZERO-EMISSION SITES

As a leading global manufacturer of mobile elevating work platforms, JLG presents several innovative solutions at this year's Vertikal Days. Taking centre stage on stand 106 at Newark Showground on 11-12 September is ClearSky Smart Fleet™, the industry's first two-way fleet management and communication platform. Visitors to the show can learn more about the robust, constantly evolving IoT platform, which can deliver unique functionalities, deeper insights, and new ways to run more cost-effective operations.

In addition, JLG will display five of its latest zero-emission products. The new ES4046 electric drive scissor lift makes its UK debut, and is accompanied by the second-generation EC450AJ 13.72m (45ft) electric articulated boom lift, and the T10E electric mast boom lift.

Completing the impressive line-up is the Power Tower push around mast lift and Nano 35 electric mast lift. Both are manufactured at JLG/Power Towers' state-of-the-art facility in Leicester.

The UK team is looking forward to welcoming new and existing customers at the exhibition: "As Europe's largest lifting equipment event, Vertikal Days is important for JLG," says Claire Pearson, JLG Sales Director UK & Ireland. "It gives us the opportunity to showcase some of our latest battery-powered models and provide training on the new ClearSky Smart Fleet™ software, and gain invaluable customer feedback to ensure we continue to meet their needs."

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**MIDI CRANE**

The largest towable crane in production - the Midi LS15.17 - will make its UK debut on The Trailer Crane Company stand. With a 15m height under hook, a 1,500kg capacity and a 17 metre reach lifting 500kg at the tip, the LS15.17 is aimed at the housebuilding sector. And weighing 3.5 tonnes, it can be towed on the highway by a pick-up truck, large 4x4 or a suitably sized van.

**BATTERY POWER**

Dumarey Green Power has two debutants. The Revolution Battery System is a world first, using minimal battery storage to power tower cranes. The UK debut of PowerSkid is a battery energy storage system fitted with second-life battery modules reducing the products' embedded emissions.

Rouse and SmartEquip, part of RB Global's services division, will unveil Rouse Rental Insights - a rental industry source for benchmark rate and utilisation data allowing equipment owners to make more informed business decisions. The Rouse Fleet Manager is a real time fleet management and valuation insights platform with access to Ritchie Bros sales channels.

**SAFETY SYSTEM DEMO**

Haulotte will demonstrate its new harness safety system - FASTN - which can be installed easily on all types of work platform.

**NEW BOOM**

The Morn group will debut its new Jovoo V14 electric boom lift with a 15.8 metre working height, 230kg platform capacity and a seven metre outreach. Power is supplied by a 48V/320Ah battery and total weight is 5,960kg.



*Jovoo V14*



*Midi LS15.17*

**PROMAX ACCESS**

On the Promax Access stand is the new Platform Basket Spider 18.95 Hybrid with increased platform capacity of 230kg, 9.5 metres outreach and reduced overall weight. This is also the first time in the UK for the Heron 10 tracked mast booms, featuring automatic stabilisation, a 230kg platform capacity, radio remote controls and a 250kg winch option.



*Heron 10*



*Platform Basket Spider 18.95 Hybrid*

**VISITOR BADGES ARE ONLINE**

Visitors can now register and download their badge from the website [www.vertikaldays.net](http://www.vertikaldays.net)

**VERTIKAL DAYS 2024 - VENUE INFORMATION**  
 Address: Newark Showground Lincoln Rd, Coddington, Newark NG24 2NY  
**EVENT OPENING TIMES**  
 Wednesday 11th September 2024 10:00 to 17:30  
 Thursday 12th September 2024 10:00 to 16:00  
 Register at [www.vertikaldays.net](http://www.vertikaldays.net) to receive:

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  - Car parking
  - Demonstrations
  - Seminars
  - Workshops
- The latest Cranes & Access magazine
  - Hot lunch
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## SCISSOR LIFTS

Models  
Work Height  
Platform Capacity

					
ZS0607	ZS0808	ZS0812	ZS1012	ZS1212	ZS1414
7.8m	10m	10m	11.8m	13.8m	15.7m
230kg	230kg	450kg	350kg	350kg	350kg

AC/AC-LI


ZS0407
6.5m
240kg

DC/DC-LI

	
ZS0407E	ZS0607E
6.2m	7.8m
240kg	230kg





Full-Electric

		
ZS0508C	ZS0610C	ZS1216C
6.5m	8.8m	13.8m
240kg	250kg	350kg

Crawler

## TELEHANDLERS

Models  
Work Height  
Platform Capacity

			
ZS1023RT	ZS1323RT	ZS1623RT	ZS1218ERT
12m	15m	18m	18m
1150kg	680kg	680kg	350kg

Rough Terrain

Models  
Max Lift Height  
Rated Capacity

				
ZTH2506	ZTH3507	ZTH3513	ZTH4518R	ZTH4525R
6.1m	7m	12.7m	18m	24.8m
2.5t	3.5t	3.5t	4.5t	4.5t

Diesel

## ARTICULATING BOOM LIFTS

Models  
Work Height  
Platform Capacity

		
ZA10RJE	ZA14NJE/ZA14NJE-LI	ZA16JERT/ZA16JERT-LI
11.55m	16m	17.8m
230kg	230kg	250kg

Electric


ZA20JERT/ZA20JERT-LI
21.38m
250/360kg

RT Electric

				
ZA14J	ZA20J	ZA24J	ZA26J	ZA32J
15.8m	21.38m	26.23m	28.2m	34.04m
300kg	250/360kg	250kg	250kg	250kg

Diesel

## EXTENDED-RANGE HYBRID

Models  
Work Height  
Platform Capacity

				
ZA20JEH	ZT21JEH-V	ZT26JEH-V	ZT42JEH-V	ZT51JEH-V
21.38m	22.95m	28.70m	44m	50.6m
250/360kg	300/454kg	300/454kg	300/454kg	300/454kg


Extended-range hybrid

## TELESCOPIC BOOM LIFTS

					
ZT18JE-V/ZT18JE-V LI	ZT21JE-V/ZT21JE-V LI	ZT22JE	ZT26JE	ZT32JE-V	ZT38JE
20.60m	22.95m	24.4m	28.7m	34.3m	40.22m
300kg	300/454kg	300/454kg	300/454kg	300/454kg	300kg

Electric



Models  
Work Height  
Platform Capacity

									
ZT14J-V	ZT22J-V	ZT26J-V	ZT32J-V	ZT38J-V	ZT42J-V	ZT51J-V	ZT58J	ZT68J	ZT72J-V
15.8m	25.1m	28.7m	34.3m	40.2m	44.08m	50.6m	58.8m	67.5m	72.3m
300/454kg	300/454kg	300/454kg	300/454kg	300/454kg	300/454kg	300/454kg	300/454kg	300/454kg	230/300/454kg

Diesel

## SPIDER LIFTS

Models  
Work Height  
Platform Capacity

	
ZX23AE	ZX27AE
23m	27m
200/120kg	230/120kg

Electric

## VERTICAL MAST LIFTS

Models  
Work Height  
Platform Capacity

	
ZMP04	ZMP06
5.82m	7.91m
230kg	200kg

Electric

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- ▶ Visit IPAF and CPA to find out the latest on industry standards, safety initiatives, technical issues and training
- ▶ Organise a lunch meeting in the Catering Pavilion with colleagues and suppliers

Visit us at our **NEW 2024 venue** of Newark Showground on **Wednesday 11th** and **Thursday 12th** **September**.  
Entry is **free** of charge for industry professionals.

To register go to <https://vertikaldays.net/for-visitor/visitor-registration>



*In March this year the Potain MD 560B was replaced by a new Liebherr 710 HC-L 32-64 luffer.*



*The Weitz X1266 tower crane that originally got Nick Johnson interested in the Sagrada Familia project*



*New and larger Potain cranes joined the elderly Weitz between 1998 and 2001*

# THE WORLD'S LONGEST CONSTRUCTION PROJECT

Cranes & Access features editor Nick Johnson catalogues the numerous tower cranes used on the world's longest running construction project - Gaudí's masterpiece, the Basilica of the Sagrada Família in Barcelona.

**I first became aware of the Sagrada Família from an article in a travel magazine in the late 1980s. What caught my eye was not only the strikingly ornate towers of the building's Passion Facade but also the then elderly Weitz X1266 tower crane being used to construct them. As someone who had long been interested in tower cranes, I decided to visit Barcelona and see this iconic site for myself.**

My first sight of the tall Weitz X1266 crane tied to the Passion Facade towers came early in 1989 when I travelled to Barcelona to visit Spanish manufacturer Ausa. I have been back regularly ever since to follow the project and the multitude of tower cranes that have been used over the years. Considering that the Sagrada Família is being built on a relatively small 12,800 square metre city centre site, the project has employed at least 11 different tower cranes so far. And some of them have been installed in two or even three different locations!

Work began in 1882 with the legendary architect and designer Antoni Gaudí taking over the project in November 1883. He changed the style of the building and oversaw the construction of the first four towers of the Nativity Facade. These were constructed with the aid of wooden scaffolding and along with block and tackle to lift materials aloft.

When Gaudí was tragically crushed under the wheels of a tram at the age of 74 in 1926 only one tower was completely finished. However, the models and plans he left behind meant that

work has been able to continue in the way he envisaged it.

Despite wars, civil unrest and an arson attack, construction of the ornate Sagrada Família has progressed as fast as money was received from public donations and, more recently, site admission fees. The development of new construction materials, methods and equipment - particularly tower cranes - has in fact helped the building to be built in the spirit of Gaudí's original plans.

## FIRST CRANES

A boost came in around 1966 when the first tower cranes were deployed on the project. These were the Weitz X1266 which had first alerted me to the project and a smaller Weitz G20HV.

Both cranes were made in France by a company that had been established by Jules Weitz in 1883. The business was taken over by Paulin Richier in 1943 but the cranes continued to be sold under the Weitz brand name for many years. Interestingly, Babcock & Wilcox in Scotland made Weitz tower cranes under licence for the UK market. The X1265 - a sister machine to the X1266 on the Sagrada Família - proved very popular in the UK during the 1960s.

The Weitz X1266 between the Passion Facade Towers had a 40 metre jib, an under hook height of 110 metres and was on site for 35 years. A G20HV with a 20 metre jib was initially positioned inside the building to help construct the side walls of the Nave. It was later relocated and erected at a lower height outside the structure to serve

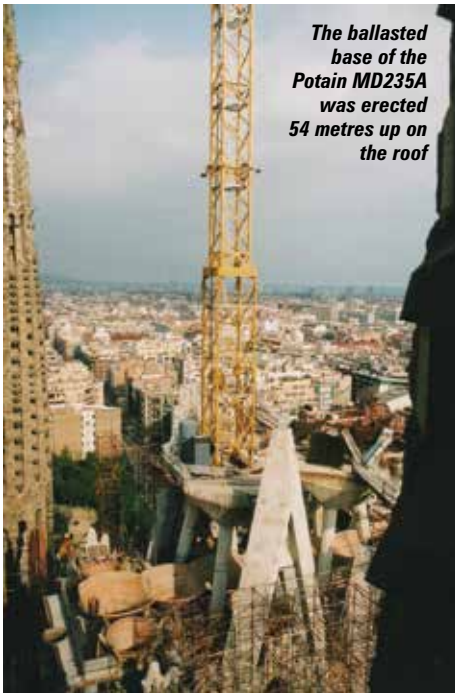


*The Weitz X1266 (top), the Imenasa crane (middle) and the G20HV - lower right in the stone cutting yard*

the on-site stone cutting workshop and storage yard.

The next tower crane to be used came from Spanish manufacturer Imenasa in the 1990s. The company built cranes under licence from Liebherr and the machine on the Sagrada Família appears to be based on a Liebherr 30C. Like the Weitz models, this crane had a short inner mast section under its slew ring and was climbed using pairs of wraparound outer mast sections. Liebherr bought a 10 percent stake in Imenasa





*The ballasted base of the Potain MD235A was erected 54 metres up on the roof*



*High and low level Potain cranes including the MC50A (right foreground) in the stone cutting yard*

The following year a new 30 metre high MC50A with a 20 metre jib was installed to help speed up the building work. It was subsequently moved to replace the old Weitz G30HV at the stone cutting and storage yard in 2001.

Then, in early 2001 an MD238B was added. It had a 12 tonne maximum capacity and a 60 metre jib. This crane provided a total height under hook above ground level of 80.7 metres.

September 2001 saw the arrival of a 125 tonne/metre class MD125B with a 35 metre jib and 114.9 metres under hook. This crane's first job was to dismantle the by now very rusty Weitz X1266. The project also took delivery of an MD175B with a 22.5m jib and a maximum hook height of 33.9 metres that year. This was used for unloading materials delivered by road.

Mid 2004 saw a second MD 125B installed with 35 metre jib and a ballasted base placed 54 metres up on the structure to provide a maximum hook height above ground of 110.1 metres. This crane assisted the construction of the Apostles and Evangelists towers.

in 1987 renaming the company Imenasa Grúas SA. Three years later Liebherr acquired the rest of the company and in 1993 renamed it Liebherr Industrias Metálicas.

**FIRST POTAIN**

Richier - the new name for Weitz - merged in 1977 with fellow French crane makers Boillot and Pingon to form BPR. In 1982 BPR was acquired by Potain which became the next tower crane supplier to the Sagrada Familia. Potain's Spanish dealer Ibergruas started working with the Sagrada

Familia construction team in the late 1990s to develop a modern multi tower crane plan, using the latest technology. As a result, the first new Potain to arrive on site was a 10 tonne capacity MD235A in 1998. Fitted with a 60 metre jib, the MD235A was erected on a ballasted base placed 54 metres up on the roof of the structure to provide a maximum hook height of 127 metres above ground. It assisted with the construction of the Passion façade, the Evangelists Towers and the Tower of Mary.



*A group of Potain cranes dominating the skyline above the Sagrada Familia*



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*Large mobile cranes like this 500 tonne Liebherr LTM1500-8.1 from Gruas Rigar have been used to erect, dismantle and move tower cranes*



*The big Potain MD 560B 'Mother Crane' arrived on site in 2012*



*The operator of the Liebherr 710 HC-L 32-64 gets a good view of Barcelona*

The landmark welcomed almost five million visitors in 2023.

## ALMOST COMPLETE

Nearing completion, the iconic Sagrada Família has become the must see tourist sight in Barcelona. It was consecrated in November 2010 by Pope Benedict XVI and its interior, with a fantastic 'forest' of tree like columns and beautiful stained glass windows is simply stunning.

There is also a fascinating museum onsite with early pictures and photographs of the project and captivating models, including upside down hanging sandbags, showing how Gaudi checked out his structural ideas.

Due to the building's popularity, visitors are advised to book online in advance and, if you are really interested in the construction side of the project, make sure you take the optional ticket providing access to the towers. A lift will take you aloft so you can get closer to the big new Liebherr crane as well as providing a great panoramic view of Barcelona.

When it is finally finished, the top of the Jesus Christ Tower will make the Sagrada Família the highest church in Europe. Once the cranes are gone, the postcard sellers will no longer have to Photoshop them off their wares! And I will have less of a reason to visit Barcelona. ■

## THE 'MOTHER CRANE'

A big development took place in 2012 when a much larger Potain MD 560B crane arrived on site. Described at the time as the 'Mother Crane' it had a maximum capacity of 25 tonnes and a 70 metre jib. The base of the MD-560B was installed 67 metres up on the structure with enough tower height for a maximum lift height of 141 metres above ground level. This allowed the crane to oversail the other cranes on site and to assist with the construction of the Evangelists Towers, along with the Mary and Jesus Christ Towers.

The greater capacity of the MD 560B allowed the Sagrada Família construction team to use larger, heavier precast units, made in Galera, in Gaià, in the Bages region of Spain.

The high point, literally, of the Sagrada Família will be its central Jesus Tower which will eventually rise to a height of 172.2 metres above ground and be surmounted by a large illuminated cross. Interestingly, this height was selected by Gaudi because he did not want to upset God by building his Temple higher than the nearby Montjuïc mountain which is 177.7 metres high.

At the end of 2016 it was deemed necessary to move the tower of the big MD 560B sideways by 800mm in order to allow more clearance for one of the Temple's towers. So, the crane was dismantled and re-erected with the addition of a special base section that allowed the required mast realignment. This mast section was engineered by engineers from the Sagrada Família, Potain and Ibergruas.

Safety features on the cranes have included wind speed indicators, fog alerts - which activated automatic shutdowns - lightning rods and hook cameras with zoom feature. Tower sections have been equipped with anti-climb panel enclosures and lockable doors to prevent unauthorised access.

Originally it was proposed to add more sections to the MD 560B tower to take its height above ground to 180 metres to complete the Jesus Christ Tower. A change of plan will see a newly erected Liebherr 125 HC-L luffing jib tower crane carry out the work.

The big newcomer is a Liebherr 710 HC-L 32-64 Litronic luffer with a 55 metre jib and a 64 tonne capacity. It was erected in March with a base near the Potain 560B. The luffer was then used to dismantle the 560B. An external climbing frame was used to raise the Liebherr which has been secured to the Jesus Christ Tower by means of a special bracing structure. This substantial 20 metres long by 10 metres wide tie weighs 27 tonnes.

The installation of the 710 HC-L involved close cooperation between the Sagrada Família site team, local Liebherr crane supplier Grúas Cerezo and the Tower Crane Solutions department at the Liebherr plant in Germany. The crane will subsequently be climbed to provide sufficient height under the hook to complete the big cross on top of the Jesus Christ Tower.

The new six tonne capacity Liebherr 125 HC-L luffer with 30 metre jib is now working on the Chapel of the Assumption and the adjacent cloisters. The switch to luffing jib cranes is said to be due to their load curves and the ability to raise their jibs in order to work in very tight spaces. It also avoids oversailing areas used by the public.



*This special section was constructed when it was necessary to move the mast of the MD 560B by 800mm*



*Now tied into the Jesus Christ Tower, the Liebherr 710 HC-L 32-64 will help extend this structure to its full height*

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## Projects



Terex Demag TC 2800-1



Liebherr LTM 1230-5



Liebherr LTM 1050-3

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# PRISON FOR CRANE OPERATOR

**Antony Valente, a crane operator from New York, has been sentenced to six months in prison and five months of probation for second degree manslaughter following the death of a co-worker who was crushed by a 'headache ball'/single line hook in 2022.**

Valente activated an override to bypass the overload system whilst operating the crane, as a result a cable broke and the 130kg hook struck and killed Darren Miller.

The crane - working in the R.J. Valente gravel quarry in Grafton, east of New York - was ruled as 'unfit for service' in 2021 by the US Department of Labor after it had been damaged in a rollover two years earlier. Although repairs were made, the crane had not been re-inspected. Miller's death is now being used in safety training videos to serve as a reminder of the importance of inspecting equipment.



R.J. Valente quarry

# CRANE FIRE COSTS \$83 MILLION

**US company Monadnock Construction has been fined \$25,000 by the NYC Department of Buildings after a luffing jib tower crane fire caused its 55 metre boom and 16 tonne load to collapse onto luxury high rise apartments on 10th Avenue in Manhattan, injuring 12 and forcing residents in the area to evacuate due to concerns that the rest of the crane might collapse. A penthouse sundeck sustained the most damage as firefighters on the roof fought to extinguish the blaze.**



The company, the main contractor on the new 47 storey tower, was fined for 'failure to safeguard all persons and property affected by construction operations'. The developer, Go Covenant, has since faced 10 lawsuits with damage estimated to have cost almost \$83 million in insurance claims alone.

# TEREX UTILITIES' 39TH SERVICE SCHOOL

**Terex Utilities held its 39th annual 'Service School' in June for 59 participants from Canada and the USA, aiming to provide technicians with greater knowledge on inspecting, maintaining, troubleshooting, servicing and operating equipment.**

The event was held at Lake Area Technical college, west of Minneapolis, and included nine separate stations with training on specific models, as well as general instruction on maintenance and inspections.

Terex product support technician Will Biberdorf said: "This year we added a class on the new ANSI standard for 15 year structural testing which states that structural tests are required after a unit has been in service for 15 years, then every 10 years thereafter. This station covered all that this entails and participants got to perform an actual test on an aerial unit."



# DROPPED LOAD FATALITY COSTS £213K

**UK based Erith Plant Services has been fined £175,000 plus £37,804 in costs after an employee, Liam McArdle, 24, died after he was crushed by an excavator attachment dropped from a loader crane in Swanscombe, east of London in September 2021.**

The HSE found that Erith had failed to ensure there was a safe method of work whilst loading and unloading excavator attachments. There was also no defined segregation between vehicles and pedestrians at the company's yard, nor was there any suitable supervision.

HSE inspector Joanne Williams said: "This tragic death serves as an important reminder that workers need to be trained. Employers need to ensure that work practices are maintained to keep workers away from the danger areas during lifting activities."

McArdle's father, Declan McArdle, added: "The pain of losing my son has been and will continue to be unbearable. Liam worked hard and wanted to learn. He wanted to follow in my footsteps, and I was proud of the person he was becoming."



# WHO TRAINED THEM THEN?

**Spotted by a reader in Dusseldorf, Germany, a couple of men using the old fork and pallet method of powered access at the Rheinkirmes amusement/theme park in the city.**

The two men, one driving the telehandler and the other up top, are checking roof lights on the various buildings with no safety measures whatsoever to prevent a fall.



# IN THE NEXT ISSUE OF

# C&A

Place your products in front of 20,000 crane, telehandler and access platform buyers & users who will be reading the August/September issue of **Cranes & Access...**



## THIS ISSUE WILL INCLUDE FEATURES ON:

### THE VERTICAL DAYS SHOW GUIDE

Our comprehensive 50 page show guide to Vertical Days 2024 will be the major pull-out in this issue and feature every exhibitor and new product launch along with details of products and services on display. For the first time at the Newark Showground in Nottinghamshire, the show on the 11th and 12th of September is sold out and set to be the largest lifting equipment event anywhere in Europe this year.



### LOADER CRANES

This feature will take a look at the latest new product developments, recent launches and applications along with an overview of the latest technological introductions. If you have any information to share, we would love to hear from you.

### SPIDER LIFTS

We look at the latest developments and new manufacturers in this steadily growing and increasingly important market sector as more and more end users appreciate their capabilities.



### REMOTE CONTROLS

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# STARS OF THE FUTURE AWARDS 2024

The 12th annual CPA Stars of the Future Awards event in mid July was attended by 300 people, including 80 shortlisted nominees.

The National winners were:

- **National Plant Mechanic of the Year** - Bethan Whittaker of KJ Services
- **National Plant Technician of the Year** - Morgan Wardle of Banks Plant Solutions
- **Hire Controller of the Year** - Millie Scott-Young of Sunbelt Rentals
- **Young Plant Operative of the Year** - Josh Jones of L Lynch Plant Hire & Haulage
- **Plant Operative of the Year** - Reece Stray of L Lynch
- **Lifting Technician of the Year** - Zac Bradshaw of Commhoist
- **Plant Installer of the Year** - Hayden Chappell of Southern Hoist Services
- **Individual Apprentice Mentor of the Year** - Steve Gwynn of Sunbelt
- **Group Apprentice Mentor of the Year** - Dave Rogers of L Lynch
- **Best Personal Statement Award** - Shannon Weiss of Finning UK
- **Judges' Special Award** - Tom Williams of CBL



National winners (L-R): Reece Stray, Steve Gwynn, Dave Rogers, Zac Bradshaw, Josh Jones, Shannon Weiss, Hayden Chappell, Millie Scott-Young, Morgan Wardle and Bethan Whittaker (front)

The awards have a two tier judging process, with the CPA selection panel drawing up a shortlist for the independent panel of external judges to make the final decision.

The external judges included Arran Willis of Liebherr, Si n Morgan Jones of ACOP, Kirsty Archbold-Laming of Southern Hoist Services, Leigh Sparrow of Vertikal Press, Graham Black of Earthmovers Magazine, Tim Brownbridge of Bam Nuttall, Rob Allen, Georgina Williams of JCB and Sean Scarah of Balfour Beatty.

The Regional winners were:

## Plant Mechanic of the Year - North

Sam Ellis, Flannery Civil Engineering

## Plant Mechanic of the Year - Midlands

Luke Sutton, Synergy Hire

## Highly Commended

Luke Divit, Marubeni-Komatsu



Shannon Weiss - Best Personal Statement

## Highly Commended

Tyler Hartles, Marubeni-Komatsu

## Plant Mechanic of the Year - South

Josh Thomas, Liebherr

## Highly Commended

Joe Mustey, Earlcoate Construction

## Highly Commended

Luke Piggott, Vp Brandon Hire Station

## Highly Commended

Mike Kinnane, Sunbelt

## Plant Mechanic of the Year - Scotland

Kai Blackburn, Ord Industrial & Commercial Supplies

## Highly Commended

Leeona McEwan, GAP

## Plant Mechanic of the Year - Wales

Bethan Whittaker, KJ Services

## Highly Commended

Ethan Williams, KJ Services

## National Plant Mechanic of the Year

Bethan Whittaker, KJ Services

## Highly Commended

Josh Thomas, Liebherr

## Plant Technician of the Year - North

Morgan Wardle, Banks Plant Solutions

## Highly Commended

Ethan Hopwood, Allan J Hargreaves Plant Engineers

## Highly Commended

Thomas Joynt, Sunbelt

## Highly Commended

Subhaan Nawaz, Bachy Soletanche

## Plant Technician of the Year - Midlands

Courtney Price, SMT

## Highly Commended

Shannon Weiss, Finning UK

## Highly Commended

Oliver Voss, Watling JCB

## Highly Commended

Owen Van Greuning

## Plant Technician of the Year - South

Harry Totman, Liebherr-GB

## Highly Commended

Thomas Fuentes-Moreno, Vp Brandon Hire Station

## Highly Commended

Jack Southam, Southern Cranes & Access

## Plant Technician of the Year - Scotland

Louie Masson, Pat Munro (Alness)

## Plant Technician of the Year - Wales

Tom Williams, CBL

## National Plant Technician of the Year

Morgan Wardle, Banks Plant Solutions

## Highly Commended

Courtney Price, SMT

## Highly Commended

Harry Totman, Liebherr-GB

## Hire Controller of the Year

Millie Scott-Young, Sunbelt

## Highly Commended

Lauren Jobson, Sunbelt

## Young Plant Operative of the Year

Josh Jones, L Lynch

## Highly Commended

Lewis Ensor, L Lynch

## Plant Operative of the Year

Reece Stray, L Lynch

## Lifting Technician of the Year

Zac Bradshaw, Commhoist

## Plant Installer of the Year

Hayden Chappell, Southern Hoist

## Highly Commended

Arran Heath, Wolffkran

## Individual Apprentice Mentor of the Year

Steve Gwynn, Sunbelt

## Highly Commended

Bill Munday, Earlcoate Construction

## Highly Commended

Tony Jenkins, Marubeni-Komatsu

## Group Apprentice Mentor of the Year

Dave Rogers, L Lynch

## Highly Commended

Jo Stamp, Sunbelt

## College of the Year

Bridgend College

## Highly Commended

Myerscough College

## Best Personal Statement Award

Shannon Weiss, Finning UK

## Award for Future International Development

Courtney Price, SMT

## Judges' Special Award

Tom Williams, CBL

CPA president Brian Jones said: "Stars of the Future is one of CPA's flagship events and one that we're very proud of. We'd like to congratulate all the nominees and winners."



Plant Installer of the Year Hayden Chappell



Lifting Technician of the Year Zac Bradshaw



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# RAHUL SETH JOINS IPAF BOARD

Rahul Seth, managing director of Indian generator and aerial work platform rental company Sudhir Group, was seconded to the IPAF board at the board meeting on June 27th.

Since taking over the day to day management of the business in 1997 the second generation Seth has promoted international and domestic expansion and played a leading role in taking the company's revenues to \$400 million. The company now employs 4,000 individuals across multiple generator manufacturing facilities in India, and runs a fleet of 3,000 generator sets, 1,000 material handling machines - forklifts, pallet trucks and telehandlers, and 6,500 aerial work platforms operating from 20 rental locations in India, the UAE, Saudi Arabia and the UK.

IPAF president Karel Huijser said: "We are thrilled to have Seth join the board. His track record, combined with his leadership credentials, aligns perfectly with IPAF's mission to promote the safe and effective use of powered access equipment worldwide."



## RENTAL MARKET REPORTS 2024

IPAF has published its latest Rental Market Reports, one again compiled for IPAF by global business research company Ducker Carlisle, as part an online introduction video, which can be found on IPAF's YouTube channel.

The programme includes an introduction from chief executive Peter Douglas, an overview of the Italian rental market from Ducker's market analyst Theo Castel, and insights into the aerial work platform rental markets by Euan Youdale of Access International.

Some IPAF members - manufacturer, rental, dealer/distributor, and supplier members - qualify for a free copy of this year's report, while the video provides an overview of the data from the report. IPAF has worked with Ducker for the past 15 years to provide detailed insights into global powered access rental market trends and forecasts. The 2024 report covers the UK, France, Germany, Italy, Spain, the Netherlands, and the Nordic countries of Denmark, Finland, Norway and Sweden, which together comprise the European markets under study, plus the US, Canada, and China.

The report estimates the size of the aerial work platform rental fleet worldwide and includes metrics such as rental revenue and rates, fleet size utilisation rates and more. The report also compares all countries under study and includes data analysis and comparison by country, region, and machine type.

For those that do not qualify for a free copy, the report can be purchased at the following prices:

### Full global report + All countries:

IPAF Members: €798/£665/\$832

Non-Members: €2,082/£1,735/\$2,169

### Global Report & One Country:

IPAF Members: €660/£550/\$688

Non-Members: €1,752/ £1,460/ \$1,825

### Individual Country Report:

IPAF Members: €174/£145/\$182 (Free to selected membership categories)

Non-Members: €456/£380/ \$475

### North America Report:

Members: €414/£345/\$432

Non-Members: €1,074/ £895/\$1,119

Peter Douglas said: "This year's webinar focuses on the Italian market, with valuable insights from Theo Castel, while Euan Youdale delves into the markets under study and the various factors affecting the rental market. I encourage all applicable member categories to take advantage of this comprehensive resource."

## GLOBAL SAFETY REPORT

IPAF has released its 2024 Global Safety Report. The digital report looks at the primary causes of major injuries and fatalities of powered access machinery, aerial work platforms, mast climbers and construction hoists.

The report details data on industry sectors, incident locations, countries where incidents occurred, and incidents by machine categories, with a focus on fatal and major incidents.

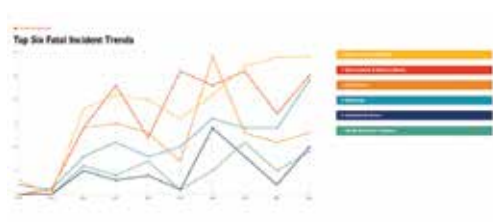
Since IPAF began collecting accident data in 2012, there has been an increase in reported incidents, signalling heightened awareness and reporting around the world. Despite notable advancements in 2023, there is still much work to be done.

Alana Paterson, chairman of the IPAF safety committee said: "As a safety professional with over 20

years of experience in powered access equipment, I affirm that using powered access remains one of the safest methods for working at height, despite the incidents we experience. The global volume of machine movements far exceeds the number of incidents, yet serious injuries involving mobile elevating work platforms, hoists, and mast climbing platforms still occur."

IPAF's head of safety, Brian Parker added: "The digital transformation of the IPAF Global Safety Report represents a significant step forward. I want to thank our members and the users of powered access equipment globally for their contributions. Your continued commitment to reporting incidents through the IPAF Accident Reporting Portal is crucial in our efforts to enhance safety standards."

To view the 2024 report go to <https://www.ipaf.org/en-gb/gsr2024>



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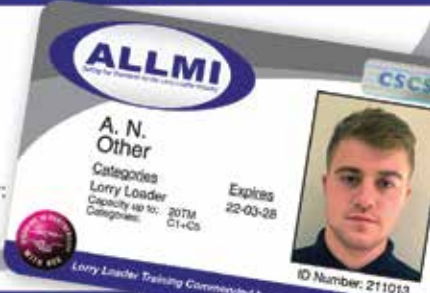
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# INDUSTRY CAREERS

The UK lorry loader industry plays a pivotal role in the activities of a wide range of sectors that are crucial to the economy, from construction, infrastructure, telecommunications and agriculture, through to transportation, retail and utilities, as well as many more. The industry is rapidly evolving, with crane manufacturers using increasingly innovative solutions to enhance product application and safety, while adopting the latest technologies in engineering, electrics and telematics.

With the skill-base required to continue the industry's successful track record, numerous opportunities exist for ambitious individuals wanting to make a direct impact in a progressive employment environment that rewards talent.

ALLMI chief executive Tom Wakefield said: "ALLMI's membership covers all facets of the lorry loader industry, including crane manufacturers, importers, service repair businesses, ancillary equipment suppliers, fleet owners and site operators. In a sector where safety, professionalism and innovation are paramount, ALLMI members lead the way and all would welcome 'speculative applications' for employment."

"As part of our ongoing work promoting industry careers, we are keen to hear from educational institutions looking to form partnership working arrangements. We have already had a successful affiliation with Bangor University for several years, which focuses on creating internship and post graduate employment opportunities, and we would be keen to replicate this with other applicable organisations."

Contact ALLMI for more information on careers.



# RECORD DEMAND FOR SLINGER/SIGNALLER TRAINING

Following a record-breaking year with nearly 10 percent growth in registrations, demand for ALLMI's Slinger/Signaller course is stronger than ever. ALLMI has promoted the importance of Slinger/Signaller training for many years, raising awareness of the problems that can occur when this is neglected. The association continues to educate those who believe that putting staff through a lorry loader operator course will provide them with a sufficient level of skill and understanding to act as a slinger. This is not the case, specific training should be undertaken in order to be proficient in this area, and this is a requirement under the Health & Safety at Work Act, PUWER and BS 7121 Part 4.

ALLMI training & project officer Jon Kenyon said: "Inadequately trained slingers can be a primary cause of accidents, putting people, equipment and goods at risk. Having properly trained personnel in this role can prevent these issues, creating a safer working environment and improving efficiency. ALLMI's course supplies the rigorous training necessary to achieve these benefits and has played a crucial role in raising the standard of Slinger/Signaller practices throughout the lorry loader industry."

For more information visit [www.allmi.com/training](http://www.allmi.com/training)



# ALLIANZ PRESENTATION

ALLMI Technical Manager, Keith Silvester, made a presentation at the recent Allianz ES Roadshow 2024. Daniel Rowlandson, Principle Engineer for Allianz Engineering said: "Keith's presentation to our Engineer Surveyors was very well received. It provided comprehensive coverage of lorry loader Thorough Examination requirements, as well as the Standards that underpin these and how those are developed. It was also interesting to hear of ALLMI's work with Police Forces and investigations, and the numerous ways in which the Association promotes and facilitates the safe use of lorry loaders."



# BS 7121 PART 4 REVISION COMMENCES

July 2nd saw the inaugural meeting of the BSI panel formed to revise BS 7121 Part 4 'Code of practice for the safe use of cranes - Lorry loaders'. Led by Keith Silvester, the working group's composition includes loader crane manufacturers, importers, fleet owners and site operators as well as the HSE, and it is tasked with carrying out the first update to the Standard since 2010.

Silvester said: "The meeting focused predominantly on the scope of the project and the timeline for the work. As with the development of any British Standard, there are multiple phases to complete including content drafting, BSI editing, public comment, and comments resolution. Taking each milestone into account, we expect the revised Standard to be ready for publication in quarter four of next year."

"The scope of the Standard will be reduced to avoid duplication with other parts of the 7121 series. For example, Part 4's content regarding thorough examination has been covered by the revision to BS 7121-2-4, which will be published in the coming months. Other amendments will incorporate changes to industry practice and product developments since 2010. These developments include a trend towards larger, more complex loader cranes, stability monitoring systems, swing-up stabilisers, and the increased use of remote controls."

The next meeting will be in August with updates in future issues of ALLMI Focus.



For details of ALLMI standards, guidance documents and training, visit: [www.allmi.com](http://www.allmi.com)

# 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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Very good packaging and manual



On the road



Deck ladders lowered



Winch motors can be removed to allow operation

# TADANO GT-1200XL-2

The Tadano GT-1200XL-2 - a 120 ton (110 tonne) four axle truck crane, designed for faster road travel between sites compared to All Terrain cranes - is aimed at the North American market. It features a five section 51 metre main boom and can be equipped with a 10.3 to 17.9 metre bi-fold swingaway extension for a maximum tip height of just over 70 metres. Self-rigging counterweight options range from 3.5 to 25 tonnes.

This 1:50 scale model is made by IMC Models and it comes with an excellent build manner. Good quality tools are supplied to assemble and operate the model. The chassis is very good with the transmission and suspension fully detailed. The front axles have non-linked steering with a good range of notched movement. Behind the detailed drivers cab the deck surfaces are smooth. Five ladders on the carrier deck can be rotated and lowered.

The outrigger jacks have visible screw threads when lowered rather than smooth faces and small metal spreader plates are included. There is also a front outrigger under the carrier cab, and it has a very good extension. The tilting superstructure cab has very good detailing, and the display screen inside has graphics. More small graphics enhance the detailing across the model.

The main boom lift cylinder is a metal part and contains a locking screw. Detailing on the boom includes a spooling drum and tiny rope guide wheels which are non-functional. Telescoping is fine and each boom section can be locked at maximum and approximately 50 percent extension. An auxiliary boom nose can be installed for two line work.

The counterweight is complex being made up of numerous pieces having chevron markings. It can also be posed on the carrier deck for self-ballasting. The winches have removable motors fitted to use the key to operate them and they have positive brakes. Three hook blocks are provided: three sheave, single sheave and a two-part single line, all with good quality metal parts.

A metal swingaway extension can be carried on the side of the boom, with or without the top section. It is modelled with a fairly heavy lattice which appears thick for the scale and cannot remain stowed if the boom is raised, which is a disadvantage.

Overall, this is a nice truck crane model, it has some good flexibility in terms of configurations, although some aspects could have been modelled to allow better detail or functionality. It costs €239 from the Tadano merchandise shop.



Rigged for two-line work

## CRANES ETC MODEL RATING

Packaging (max 10)	9
Detail (max 30)	24
Features (max 20)	15
Quality (max 25)	20
Price (max 15)	10
Overall (max 100)	78%

To see the full review, including a full unpacking and set up video, visit [www.cranesetc.co.uk](http://www.cranesetc.co.uk)

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# READERS LETTERS

Dear Leigh

It was great to see you at the CPA Stars of the Future Awards 2024 last week. This event was a fantastic showcase of young talent in our industry. I was particularly impressed by the number of training providers and mentors now available, a stark contrast to the situation when I first entered the industry in 1979.

Back then, as a young man transitioning from the army to becoming a crane operator, I was fortunate to be taken on by G. W Sparrow & Sons in Southampton, a company you are well acquainted with. At the time, Sparrows was the only company that I knew of with a training school, which was located on Lower Bristol Road in Bath.

The training school, managed by George James and Graham Hicks, provided foundational training despite the large number of trainees and limited resources. After completing the week-long course, successful candidates were recommended by George for further training at the depot.

In those days, the variety of crane manufacturers and models was extensive. With the support of experienced operators and particularly my mentor, Frank Lane, I honed my skills as a crane operator.

By 1999, I had advanced to becoming a CITB Plant Instructor, giving back to the community that had supported my growth.

Since joining Commhoist 23 years ago, I have achieved significant success in training and mentoring our field staff. One notable success is Zac Bradshaw, who was voted CPA Lifting Technician 2024, an award sponsored by Liebherr GB. Zac started with us only two years ago, and has quickly progressed from driving a van, to becoming an aerial work platform Supervisor, TM Operative, Slinger/Signaller, passing his HGV, and ultimately becoming a CPCS Crane Operator.

Reflecting on my career, I realise that my achievements were made possible by the initial training and mentorship I received from George James and the mentors at G. W. Sparrow, the company founded by your family, and in particular run by your father Gordon.

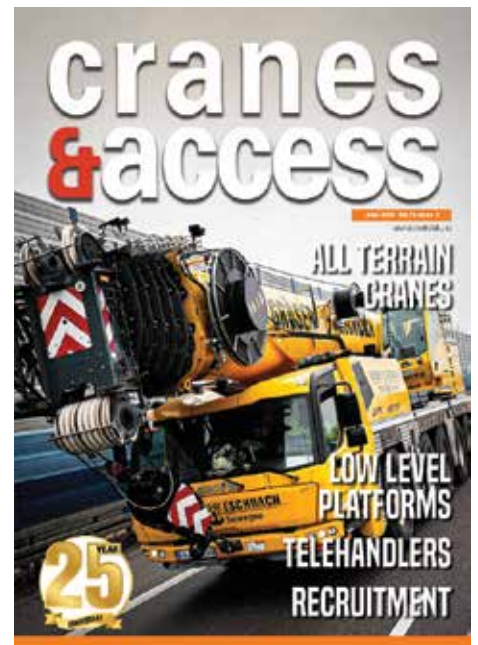
As I approach retirement this September, I have decided to extend my career by at least another year, with the hope of mentoring a few more stars of the future.

Regards

Stephen Mooney

Operations & Training Manager

Commhoist Group



## NICE MOVE

I just wanted to say what nice surprise the latest issue of Cranes & Access was when it landed in our offices today. First to see the compostable wrapping, while it might not be as immediately attractive as the old plastic wrapping it is doubly attractive in playing a small part in reducing plastic waste.

It was also fascinating to learn that this was the 25th anniversary of the title. Well done to you all for such an achievement. It was good to see the lead article too. As always, a good and informative read. Thank you, I hope you keep it up for another 25 years although I might have retired by the time the mag celebrates 50 years.

Keep up the good work

Reg Gormley

## ONLINE INTIMIDATION

Hi Leigh,

As an enthusiastic supporter of your excellent website, I have noticed the ever increasing intimidation of your Inputters by means of the Thumbs Down button. This is clearly being orchestrated by a former industry executive, who told me of this practice during a long conversation with him personally at a crane conference in Edinburgh during late 2011. This negative practice is inhibiting debate on the subject of Safety Matters and targets people who speak up.

Try being a mystery shopper yourself and see the Reaction as it is deliberately intended to stifle debate by all Vertikal readers ???

Kind regards

Mike Ponsonby



*We have held an open discussion on this issue before and had an online poll on the subject in which a majority thought that overall it was a positive feature. We take care to look out for orchestrated campaigns and measures are in place to prevent it. The sad thing is that some of our readers will put a thumbs down on almost anything, while a slightly larger number of readers will give a thumbs down to comments by certain individuals no matter how sensible and correct the comment might be. It is hard to know how to deal with those. Fortunately, the majority do tend to 'vote' intelligently and outnumber the naysayers.*

*We would though welcome more input and comment on this issue.*

*The Editor*

## THIS MONTH'S COMMENT

Congratulations on a lucid and attention-holding opinion piece about the tariffs! Really summed up the issues.

Very thought provoking and insightful.

Thank-you.

All the best,  
Tim



*Many thanks to all of this month's plaudits. Following numerous suggestions, the comment is now on the Vertikal homepage as well where people can add their own comments.*

*Editor*

# CRANE SAFETY 2024 RAISING SAFETY STANDARDS FOR CRANE AND LIFTING OPERATIONS

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**Now in its eighth's successive year, the Crane Safety seminar returns in 2024, refocused to support all those involved in lifting projects.**

Join us at the IMechE's London Headquarters this October and explore how engineers are addressing the complexities of maintaining safety and minimising risks.

Expect new presentations and case study insights showcasing a diverse range of projects, new technologies, innovative strategies and much more.

Join this specialist engineering community and get the technical expertise and best practices that will enable your organisation to reduce risk of incidents, ensure compliance with latest safety standards, and maximise the potential of emerging technologies for your lifting projects.

#### **TOPICS IN 2024 INCLUDE:**

- Maintenance and integrity
- Operations and training to address skill gaps
- New and emerging technologies
- Changes in legal/health and safety landscape and their engineering consequences
- Updates from the industry regulator HSE
- New and emerging technologies like condition monitoring
- Case studies and lessons learned from offshore and large infrastructure projects, as well as urban challenges

#### **CONFIRMED SPEAKERS INCLUDE:**

- Jamie Davies, Principal Inspector, HSE
- Stephen Bradby, Technical and Engineering Leader, Select Plant Hire
- Craig Hook, Head of Lifting, Sir Robert McAlpine
- David Hall, Lifting Manager, Align JV
- Per Fenger, Head of Offshore Lifting, Liftra
- Tim Ryan, COO, Metswift
- Yusuf Warsama, Chartered Mechanical Engineer & Technical Sales Manager, Mammoet
- Oliver Linton, Engineer, Mammoet

#### **WHO SHOULD ATTEND:**

- All Heads, Directors, Managers and Engineers who are involved in the following areas are strongly recommended to join this online seminar, including:
- Lifting Operations
  - Project Management and planning
  - Site Management
  - Equipment assesment and purchasing
  - Safety, Risk and compliance
  - Maintenance, condition monitoring
  - Accident and investigations

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#### **EVENT CO-LOCATED WITH NET ZERO CONSTRUCTION 2024:**

For the first time, we are delighted to announce both Crane Safety 2024 and Sustainable and Decarbonised Construction 2024 will take place on the same day, with attendees able to access the presentations and knowledge sharing at both of these construction industry technical seminars.

**[https://eventsportal.imeche.org/event/sessions?id=Crane\\_Safety\\_2024](https://eventsportal.imeche.org/event/sessions?id=Crane_Safety_2024)**



**JOHN PURSLOVE BARKER 1936 - 2024**

**Access industry pioneer and the first president of IPAF, John Barker has died. He passed away peacefully on Sunday July 7th following a battle with late stage prostate cancer. He was 88 in May.**

John Barker started out in the Royal Air Force and continued flying twin engined aircraft through much of his business life. He came to prominence in the powered access market after he was appointed managing director of Simon Dudley and Simon Access in or around 1974. In the late 1970s he led a massive global acquisition programme, acquiring Milwaukee based self-propelled boom lift manufacturer Krause in 1978, which became Simon Krause.

The US expansion continued throughout the 1980s, with Skywitch scissor lifts, fire ladder company Ladder Towers Inc of Pennsylvania, Nolan truck mounted lift in Ohio, Telelect digger derricks in South Dakota, and boom truck manufacturer RO Holdings in the Mid-West, all added over the next few years.

Back in Europe UK acquisitions included Norfolk based self-propelled lift manufacturer Simon Gala and fire platform company Gloster Saro, while in Ireland Cork based trailer lift manufacturer Eurolift was added, followed by Abbey Equipment in Australia, and finally in 1992 the Italian truck mounted lift company Cela.

By then Simon Access had grown from a single UK plant to 22 companies around the world with combined revenues of £152 million and 15 percent of the global powered access market.

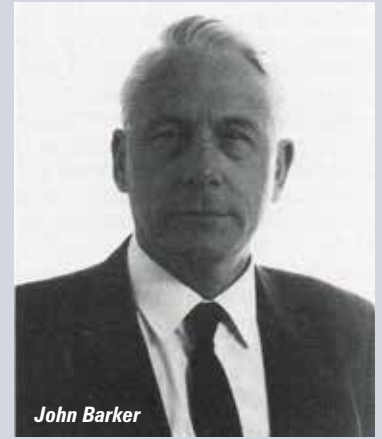
The challenge of bringing a very disparate group of companies spread across the globe together into a cohesive business, became an almost impossible struggle when coupled with a sharp market downturn following the first Gulf War, as well as the arrival of a number of more focused competitors. As a result Simon's access assets were sold and the business closed.

In addition to his global group building role John Barker was appointed as the first president of IPAF, when it was formed in mid-1983 from the merger of the International Work Platform Association (IWPA) - mostly made up of rental companies and dealers - and the international Federation of Hydraulic Platform Manufacturers (IFHPM) an association of manufacturers. He was also very closely involved in the federation's formation.

Barker's full time access career ended in 1994 when he left Simon, but he went on to work with Janes Defence publications and moved into the aircraft access and de-icing market and more recently in 2020 he represented Swedish low level lift company Safelift in the UK.

John Barker could at times come across as a little on the pompous side - 'bombastic' as one of his friends said - but he had a good heart, a great sense of humour, was good natured and very comfortable in his own skin and did not mind it if someone made fun of something he said, in fact he would usually find it as funny as everyone else. He was intelligent, witty and good company. He will be missed by many.

Sadly, he lost his wife Pat a few years ago but leaves behind his son Richard and daughter Sally.



John Barker



John and Pat Barker



John Barker at an IPAF Presidents' meeting

**JOHN H. MACGREGOR 1945 - 2024**

**We have received the sad news that UK crane industry veteran John MacGregor has died. He passed away on Monday July 15th following a long illness. He celebrated his 79th birthday in May.**

John MacGregor spent his entire career in the construction equipment industry having joined the tower crane division of Liebherr GB in 1963. He had two spells away from Liebherr, during which time he worked with companies such as Blackwood Hodge, Wyseplant, Baldwins and Morrow UK, only to return each time, the last time in 1995 when he was appointed area sales manager mobile cranes, remaining with the business until he retired in 2011.

In the words of one of his colleagues at Liebherr: "John was a larger than life character and a legend in the industry who made many friends and had an incredible knowledge base. He still enjoyed talking about the industry right up until his final days. May he rest in peace."

He was also a great family man and adored his late wife Barbara, children Karl and Elizabeth, and his four beloved grandchildren.

He will be missed by all who knew him.

John's funeral will be held on Tuesday August 6th at 13:00 at Nene Valley Crematorium, 305 Doddington Road, Wellingborough, Northamptonshire, NN8 2NX. *Satnav - use Millers Park postcode - NN8 2NG*



John MacGregor



John MacGregor on his retirement with Richard Everist of Liebherr

**RUPERT AARON SCOTT 1967 - 2024**

We received the tragic news that long time UK access industry salesman Rupert Scott passed away suddenly on Tuesday June 11th having suffered a brain aneurysm. He was only 56 and had been in work as normal on Monday, leaving at the end of the day, never to return.



Rupert Scott

He had joined UK rental company Quick Reach in August 2022 after 17 years with Nationwide Platforms. He began his tenure at Quick Reach on the hire desk and was promoted to area sales manager in November. Prior to getting into the rental industry, he had worked with Clancy Docwra at St Pancras Station in London.

A statement from Quick Reach said: "We are deeply saddened to share the news of the sudden passing of our dear friend and colleague, Rupert Scott. Rupert was a valued member of our team known for his sense of humour, warmth and unwavering positivity. Our heartfelt condolences go out to his fiancée, family and loved ones during this incredibly difficult time.

A London boy, Rupert met the love of his life Kass O'Reilly during his time working at St Pancras. The two had finally become officially engaged on

Christmas Day and were planning the wedding for next May. In addition to his fiancée, he leaves behind his mother Valerie and elder brother Adam.

Kass O'Reilly said: "On behalf of Valerie Scott, Adam and I, we would like to thank each and every single person who has shown us so much love and support during this time."

A good many of his friends and colleagues have commented on how funny and kind he was and that he was a real gentleman. A few examples show the level of affection for him.

"Rupert was so liked and loved by so many. He had such a lovely friendly way about him, he always had time for a chat, such a lovely fella, witty funny and a gentleman."

"He will be greatly missed by all who had the privilege of knowing him."

"RIP to one of the most funny, loveable gentlemen I have ever had the pleasure to know."

"Everyone adored you and you always made so many of us laugh... Thank you for touching the hearts of many on this Earth."

The family has asked that any donations go to the link:

[<https://donate.justgiving.com/charity/ehaat/donation-amount>](Essex & Herts Air Ambulance service).



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2024

**Hire con 2024**

July 23-24, 2024  
The annual Hire Association of New Zealand annual event and awards Auckland, New Zealand  
Tel: + 07 575 2563  
www.hianz.net.nz/hirecon24-key-info/  
E-Mail: events@hianz.net.nz

**HCEA 38th International Convention and Old Equipment Exposition**

August 7-12, 2024  
The Historical Construction Equipment Association's annual convention and expo Canandaigua, New York, USA  
Tel: +1 419-352-5616  
Website: www.hcea.net/  
E-Mail: info@hcea.net

**Platformers' Days 2024**

September 6-7, 2024  
German Access and lifting exhibition Karlsruhe, Germany  
Tel: + 49 721 3720 5096  
https://www.platformers-days.de/

**Vertikal Days 2024**

September 11-12, 2024  
Newark showground, Nottingham, UK UK/Ireland Crane, access and telehandler event.  
Tel: + 44 (0) 8448 155900  
www.vertikaldays.net

**IAA Transportation**

September 17-22, 2024  
Leading trade fair for commercial vehicles, bodies and transport units Hannover, Germany  
Tel: + 49 (0)30 897842-0  
www.iaa-transportation.com

**Platform Gunleri**

September 19-20, 2024  
Annual exhibition organised by Platformder - the Turkish aerial work platform association in Istanbul Istanbul, Turkey  
Tel: + 90 216 466 87 22  
Website: www.platformgunleri.org/  
E-Mail: platformder@platformder.org.tr

**JDL Expo**

September 25-27, 2024  
French cranes and access exhibition/event Beaune, France  
Tel: + 33 (0)1 45 63 68 22  
https://jdlexpo.com/

**CICA National Conference 2024**

Date to be confirmed 2024  
The annual conference of the Crane Industry Council of Australia Perth - Western, Australia  
Tel: + 61 03 8320 0411  
www.conference.cica.com.au

**The Utility Expo**

October 7-9, 2024  
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

**European Rental Week 2024**

October 14-20, 2024  
European Rental Week is an annual event dedicated to the promotion of rental across Europe  
Tel: + 32 2 761 16 04  
era@erarental.org  
www.europeanrentalweek.eu

**Crane Safety 2024**

October 15 2024  
Crane safety conference organised by the Institution of Mechanical Engineers and supported by the Vertical Press London, UK  
Tel: + 44 (0)207 973 1251  
www.eventsportal.imeche.org/event/sessions?id=Crane\_Safety\_2024

**Glasstec**

October 22-25, 2024  
Exhibition for glass, windows and glass handling Düsseldorf, Deutschland  
Tel: + 49 211 456001  
www.glasstec.de

**CPA Conference 2024**

November 07, 2024 'Shaping the Future: Insights for the Plant-hire Sector'  
Fillongley, Coventry, UK  
Tel: tel: + 442077963366  
www.cpa.uk.net/events  
E-Mail: enquiries@cpa.uk.net

**Bauma China 2024**

November 26-29, 2024  
bauma in Shanghai Shanghai, China  
Tel: + 49(0)89 9 4920251  
Fax: + 49 (0)89 9 4920259  
www.bauma-china.com/

**Bauma Conexpo India**

December 11-14, 2024  
Preliminary dates for the bauma/Conexpo exhibition in India Noida, Delhi, India  
Tel: + 49 89 949-20255  
www.bcindia.com/en/

**2025**

**Baumag**

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

**Bauma 2025**

January 23-26, 2025  
World's largest construction equipment show Munich, Germany  
Tel: + 49 (0)89 51070  
www.bauma.de/index-2.html

**The ARA Show 2025**

January 30- February 1, 2025  
The American Rental Association's annual trade show and convention Las Vegas USA  
Tel: + 1 800 334 2177  
http://www.arashow.org/

**Executive Hire Show**

February 12-13, 2025 Coventry  
Tel: + 44 (0)207 973 4630  
www.executivehireshow.co.uk/

**The IPAF Summit and awards**

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

**Build Tech Asia**

March 26-28, 2024  
Asian exhibition for the building and construction market Singapore  
Tel: + 65 6319 4020  
www.buildtechasia.com.sg

**Hanover Messe**

March 31- April 4, 2025  
World's largest industrial exhibition Hanover, Germany  
Tel: + 49 511 89-1  
www.hannovermesse.de

**SC&RA Annual Conference**

April 21-25, 2025  
Annual Conference of the US cranes and heavy transport association including the Jobs of the Year awards, Arizona Biltmore Hotel, Phoenix, Arizona, USA  
Tel: Tel: + 1 (703) 698-0291  
https://www.scranet.org/SCRA/Content/events/Annual-Conference.aspx

**Hire24**

Date and location to be confirmed  
The annual convention and exhibition of the Hire and Rental Association of Australia and the Elevating Work Platform Association Australia  
Tel: + 61 (0)2 9998 2255  
www.hire21.com.au

**Innovationstage der Höhenzugangstechnik**

September 12-13, 2025  
Innovation Days, informal event for innovative access equipment, mini cranes and telehandlers Hohenroda, Hessen Hotel Park, Germany  
www.borntholift.de/innovationstag

**Crane Rental Association of Canada Annual Conference**

Date to be advised The annual Canadian crane conference Windsor, Ontario, Canada  
Tel: + 1 780.790.2722  
www.crac-aclg.ca/  
info@crac-canada.com

**GIS 2025**

Date to be confirmed, 2025  
Italian crane, access and heavy transport exhibition Piacenza, Italy  
Tel: + 39 010/5704948  
www.gisexpo.it

**2026**

**Swissbau**

January 20-23, 2026  
Swiss construction exhibition Basel, Switzerland  
Tel: + 41 58 200 20 20  
www.swissbau.ch

**The ARA Show 2026**

February - Dates to be confirmed  
The American Rental Association's annual conference and exhibition Orlando, Florida, USA  
Tel: + 1 800 334 2177  
www.arashow.org

**Conexpo-Con/Agg 2026**

March 3-7, 2026  
The leading US construction show Las Vegas, Nevada, USA  
Tel: + 1 414-298-4133  
www.conexpoconagg.com

**Samoter**

May 6-9, 2026  
International earthmoving and building equipment show Verona, Italy  
Tel: + 39 045 8298111  
www.samoter.it/it

**SC&RA Annual Conference**

April 20-24, 2026  
Annual Conference of the US cranes and heavy transport association including the Jobs of the Year awards  
Omni Amelia Island, Amelia Island, Florida, USA  
Tel: + 1 (703) 698-0291  
Website: https://www.scranet.org/SCRA/Events/

**Apex 2026**

June 2026  
International powered access trade show Maastricht, The Netherlands  
Tel: + 31 (0)547 271 566  
www.apexshow.com

**Smopyc**

November - Dates to be confirmed  
Spanish construction equipment exhibition Zaragoza, Spain  
Tel: + 34 976 764 700  
www.feriazaragoza.com/smopyc

**2027**

**Mawev 2027**

April, 2027 Austrian construction Exhibition St. Pölten, Austria  
Tel: + 43 316 8088 216  
www.mcg.at/events/mawevshow

Visit: [www.Vertikal.net/en/events](http://www.Vertikal.net/en/events) for a full listing of events with direct links to the organisers.





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Comansa 290	63m (207ft) height - Jib 42m - Max load 9t - Tip load 2.7t
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Comansa 550	85m (281ft) height - Jib 64m - Max load 9t - Tip load 4t
Comansa 5211	44m (144ft) height - Jib 34m - Max load 2.5t - Tip load 1.1t
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Peiner SK 415	63.5m (208ft) height - Jib 75m - Max load 10t - Tip load 2.3t
Peiner SK 565	76m (249ft) height - Jib 80m - Max load 16t - Tip load 2.6t
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Platform Basket	<a href="http://www.platformbasket.com">www.platformbasket.com</a>
Ruthmann	<a href="http://www.ruthmann.de">www.ruthmann.de</a>

Sinoboom	<a href="http://www.sinoboom.com">www.sinoboom.com</a>
Saeclimber	<a href="http://www.saeclimber.com">www.saeclimber.com</a>
Skyjack	<a href="http://www.skyjack.com">www.skyjack.com</a>
Snorkel	<a href="http://www.snorkellifts.com">www.snorkellifts.com</a>
Socage	<a href="http://www.socage.it">www.socage.it</a>
Teupen	<a href="http://www.teupen.com">www.teupen.com</a>
Versalift UK	<a href="http://www.versalift.co.uk">www.versalift.co.uk</a>
XCMG European Sales and Services	<a href="http://www.xcmgess.de">www.xcmgess.de</a>
Zoomlion	<a href="http://en.zoomlion.com">http://en.zoomlion.com</a>

## PLATFORM RENTAL

AA Access (Specialists)	<a href="http://www.aaaccess.co.uk">www.aaaccess.co.uk</a>
Acrolift	<a href="http://www.acrolift.co.uk">www.acrolift.co.uk</a>
Ahern Rentals - USA	<a href="http://www.ahern.com">www.ahern.com</a>
AFI-Uplift	<a href="http://www.afi-uplift.co.uk">www.afi-uplift.co.uk</a>
Dragon Access	<a href="http://www.dragon-access.co.uk">www.dragon-access.co.uk</a>
Drammen Liftutleie AS	<a href="http://www.drammenlift.no">www.drammenlift.no</a>
Hird	<a href="http://www.hird.co.uk">www.hird.co.uk</a>
JMS Powered Access	<a href="https://jms.co.uk">https://jms.co.uk</a>
Kran Cranes	<a href="http://www.kran.ro/inchiriere-macara-constantanta">www.kran.ro/inchiriere-macara-constantanta</a>
Rental Romania	
Monitor Lifts - AUS	<a href="http://www.monitor.net.au">www.monitor.net.au</a>
Mr Plant Hire	<a href="http://www.mrplanthire.co.uk">www.mrplanthire.co.uk</a>
Platform Sales & Hire	<a href="http://www.platformsales.co.uk">www.platformsales.co.uk</a>
Power Platform Services	<a href="http://www.pps.co.uk">www.pps.co.uk</a>
Rapid Platforms	<a href="http://www.rapidplatforms.co.uk">www.rapidplatforms.co.uk</a>
Viking Access	<a href="http://www.vikingaccess.co.uk">www.vikingaccess.co.uk</a>
Warren Access	<a href="http://www.warrenaccess.co.uk">www.warrenaccess.co.uk</a>

## NEW & USED PLATFORMS

Access Platform Sales (APS)	<a href="http://www.accessplatforms.co.uk">www.accessplatforms.co.uk</a>
AFI Resale	<a href="http://www.afi-resale.co.uk">www.afi-resale.co.uk</a>
A.J. Access Platforms	<a href="http://www.accessplatforms.com">www.accessplatforms.com</a>
Gantic, Norway	<a href="http://www.gantic.no">www.gantic.no</a>
Genie	<a href="http://www.genielift.com">www.genielift.com</a>
GSR Aerial Platforms UK	<a href="http://en.gsrspa.it">http://en.gsrspa.it</a>
Haulotte	<a href="http://www.haulotte.com">www.haulotte.com</a>
Hird	<a href="http://www.hird.co.uk">www.hird.co.uk</a>
Independent Access Sales	<a href="http://www.iasales.co.uk">www.iasales.co.uk</a>

International Platforms	<a href="http://www.internationalplatforms.co.uk">www.internationalplatforms.co.uk</a>
INTEQ UK and UAE	<a href="http://www.inteq.uk">www.inteq.uk</a>
JLG	<a href="http://www.jlg.com">www.jlg.com</a>
JMS Powered Access	<a href="https://jms.co.uk">https://jms.co.uk</a>
Kunze GmbH	<a href="http://www.kunze-buehnen.com">www.kunze-buehnen.com</a>
Mr Plant Hire	<a href="http://www.mrplanthire.co.uk">www.mrplanthire.co.uk</a>
Rothlehner	<a href="http://www.rothlehner.com">www.rothlehner.com</a>
Platform Sales	<a href="http://www.platformsales.co.uk">www.platformsales.co.uk</a>
Promax Access	<a href="http://www.promaxaccess.com">www.promaxaccess.com</a>
Rapid Platforms	<a href="http://www.rapidplatforms.co.uk">www.rapidplatforms.co.uk</a>
TVH - Group	<a href="http://www.tvh.com">www.tvh.com</a>
Vertimac	<a href="http://www.vertimac.com">www.vertimac.com</a>

## CRANE MANUFACTURERS

Böcker	<a href="http://www.boecker.de">www.boecker.de</a>
Ernest Doe & Sons Ltd.	<a href="http://www.ernestdoelockercranes.com">www.ernestdoelockercranes.com</a>
Grove	<a href="http://www.groveworldwide.com">www.groveworldwide.com</a>
Jaso Tower Cranes	<a href="https://jaso.com">https://jaso.com</a>
Jekko Minicrane	<a href="http://www.jekko.it">www.jekko.it</a>
JMG	<a href="http://www.jmgcranes.com">www.jmgcranes.com</a>
KATO	<a href="http://www.rivertekservices.com">www.rivertekservices.com</a>
Klaas	<a href="http://www.klaas.com">www.klaas.com</a>
Kobelco	<a href="http://www.kobelcocm-global.com">www.kobelcocm-global.com</a>
Liebherr	<a href="http://www.Liebherr.com">www.Liebherr.com</a>
Linden Comansa	<a href="http://www.comansa.com">www.comansa.com</a>
Maeda	<a href="http://www.maedaminicranes.co.uk">www.maedaminicranes.co.uk</a>
Manitowoc	<a href="http://www.manitowoccranes.com">www.manitowoccranes.com</a>
Potain	<a href="http://www.manitowoccranes.com">www.manitowoccranes.com</a>
Raimondi	<a href="http://www.raimondi.co">www.raimondi.co</a>
Spierings	<a href="http://www.spieringskranen.nl">www.spieringskranen.nl</a>
Tadano	<a href="http://www.tadano.com">www.tadano.com</a>
Tadano Faun	<a href="http://www.tadano.com">www.tadano.com</a>
Tadano Demag	<a href="http://www.demagmobilecranes.com">www.demagmobilecranes.com</a>
Unic Cranes	<a href="http://www.unic-cranes.co.uk">www.unic-cranes.co.uk</a>
Valla	<a href="http://www.valla-cranes.co.uk">www.valla-cranes.co.uk</a>
Wolffkran	<a href="http://www.wolffkran.de">www.wolffkran.de</a>
XCMG European Sales and Services	<a href="http://www.xcmgess.de">www.xcmgess.de</a>
Zoomlion	<a href="http://www.zoomlioncranes.co.uk">www.zoomlioncranes.co.uk</a>

## LORRY/TRUCK LOADER CRANES

Atlas Cranes UK	<a href="http://www.atlasgmbh.com">www.atlasgmbh.com</a>
DN Cranes	<a href="http://www.dncrane.com/en">www.dncrane.com/en</a>
Ernest Doe	<a href="http://www.ernestdoelockercranes.com">www.ernestdoelockercranes.com</a>
Palfinger	<a href="http://www.palfinger.com">www.palfinger.com</a>
Palfinger UK	<a href="http://www.palfinger.co.uk">www.palfinger.co.uk</a>

## NEW & USED CRANES

Cotac Oy	<a href="http://www.crane.fi">www.crane.fi</a>
Crowland Cranes	<a href="http://www.crowlandcranes.co.uk">www.crowlandcranes.co.uk</a>
Delden Cranes	<a href="http://www.deldencranes.co.uk">www.deldencranes.co.uk</a>
Ernest Doe & Sons Ltd.	<a href="http://www.ernestdoelockercranes.com">www.ernestdoelockercranes.com</a>
Gantic, Norway	<a href="http://www.gantic.no">www.gantic.no</a>
HighSparks	<a href="http://www.highsparks.co.uk">www.highsparks.co.uk</a>
Hird	<a href="http://www.hird.co.uk">www.hird.co.uk</a>
Kobelco	<a href="http://www.kobelco-cranes.com">www.kobelco-cranes.com</a>
Rivertek Services	<a href="http://www.rivertekservices.com">www.rivertekservices.com</a>
Terex Demag	<a href="http://www.terex-cranes.com">www.terex-cranes.com</a>
Valla	<a href="https://valla-cranes.co.uk">https://valla-cranes.co.uk</a>

## CRANE HIRE

Cadman Cranes	<a href="http://www.cadmancranes.com">www.cadmancranes.com</a>
Cork Crane Hire (Liverpool)	<a href="http://www.corkcranehire.com">www.corkcranehire.com</a>
Delden Cranes	<a href="http://www.deldencranes.co.uk">www.deldencranes.co.uk</a>
HighSparks	<a href="http://www.highsparks.co.uk">www.highsparks.co.uk</a>
Hovago	<a href="http://www.hovago.com">www.hovago.com</a>
John Sutch Cranes	<a href="http://www.johnsutchcranes.co.uk">www.johnsutchcranes.co.uk</a>
Kran Cranes	<a href="http://www.kran.ro/inchiriere-macara-constantanta">www.kran.ro/inchiriere-macara-constantanta</a>
Rental Romania	
Ladybird Tower Crane Hire	<a href="http://www.ladybirdcranehire.co.uk">www.ladybirdcranehire.co.uk</a>
McNally Crane Hire	<a href="http://www.cranehire-ireland.com">www.cranehire-ireland.com</a>



Sangwin [www.sangwin.co.uk](http://www.sangwin.co.uk)  
Schaften Leasing B.V. [www.schaftenleasing.nl](http://www.schaftenleasing.nl)

### MINI CRANE HIRE

GGR [www.unic-cranes.co.uk](http://www.unic-cranes.co.uk)  
JT Mini Crane Hire [www.jtminicranes.co.uk](http://www.jtminicranes.co.uk)  
Lift Limited [www.liftminicranehire.co.uk](http://www.liftminicranehire.co.uk)  
Hird [www.hird.co.uk](http://www.hird.co.uk)

### SELF ERECTING TOWER CRANES

Cork Crane Hire [www.corkcranehire.com](http://www.corkcranehire.com)  
John Sutch Cranes [www.johnsutchcranes.co.uk](http://www.johnsutchcranes.co.uk)  
Ladybird Tower Crane Hire [www.ladybirdcranehire.co.uk](http://www.ladybirdcranehire.co.uk)

### TOWER CRANES

HighSparks [www.highsparks.co.uk](http://www.highsparks.co.uk)

### FURNITURE HOISTS

Böcker [www.boecker.de](http://www.boecker.de)

### TELEHANDLER MANUFACTURERS

Dieci Telehandlers Ltd [www.dieci-telehandlers.co.uk](http://www.dieci-telehandlers.co.uk)  
Faresin [www.faresindustries.com](http://www.faresindustries.com)  
Genie [www.genielift.com](http://www.genielift.com)  
Haulotte [www.haulotte.com](http://www.haulotte.com)  
JLG [www.jlg.com](http://www.jlg.com)  
Magni [www.magnith.com](http://www.magnith.com)  
Manitou Group [www.manitou.com](http://www.manitou.com)  
Skyjack [www.skyjack.com](http://www.skyjack.com)  
Snorkel [www.snorkellifts.com](http://www.snorkellifts.com)  
Merlo [www.merlo.co.uk](http://www.merlo.co.uk)

### NEW & USED TELEHANDLERS

Dieci Telehandlers [www.dieci.com](http://www.dieci.com)  
Gantic, Norway [www.gantic.no](http://www.gantic.no)  
GT Lifting Solutions [www.gtlift.co.uk](http://www.gtlift.co.uk)  
TVH Group [www.tvh.com](http://www.tvh.com)  
Vertimac [www.vertimac.com](http://www.vertimac.com)

### TELEHANDLER RENTAL

GT Lifting Solutions [www.gtliftingltd.co.uk](http://www.gtliftingltd.co.uk)  
JMS Powered Access <https://jms.co.uk>  
Mr Plant Hire [www.mrplanthire.co.uk](http://www.mrplanthire.co.uk)

### SCAFFOLD TOWERS

CLM Construction Supplies [www.clm-supplies.com](http://www.clm-supplies.com)

### MASTCLIMBERS & HOISTS

Alimak [www.alimak.com](http://www.alimak.com)  
CLM Construction Supplies [www.clm-supplies.com](http://www.clm-supplies.com)  
GEDA [www.geda.de](http://www.geda.de)  
Klaas [www.klaas.com](http://www.klaas.com)  
Saeclimber [www.saeclimber.com](http://www.saeclimber.com)

### SPECIAL/BESPOKE ACCESS & LIFTING SOLUTIONS

Access Platform Sales (APS) [www.accessplatforms.co.uk](http://www.accessplatforms.co.uk)  
GT Lifting Solutions [www.gtliftingltd.co.uk](http://www.gtliftingltd.co.uk)  
JMS Powered Access <https://jms.co.uk>  
Platform Sales & Hire [www.platformsales.co.uk](http://www.platformsales.co.uk)  
Warren Access [www.warrenaccess.co.uk/hire](http://www.warrenaccess.co.uk/hire)  
Working At Height Ltd [www.workingatheightltd.com](http://www.workingatheightltd.com)

### SPECIAL & NICHE ACCESS

Acrolift [www.acrolift.co.uk](http://www.acrolift.co.uk)  
DENKA Narrow [www.rothlehner.com](http://www.rothlehner.com)  
JMS Powered Access <https://jms.co.uk>  
Rapid Platforms [www.rapidplatforms.co.uk](http://www.rapidplatforms.co.uk)  
Smart Platform Rentals [www.smartplatforms.co.uk](http://www.smartplatforms.co.uk)

### SPECIAL LIFT & TRANSPORT EQUIPMENT

Collett A Sons, UK [www.collett.co.uk](http://www.collett.co.uk)

### HEAVY TRANSPORT/ABNORMAL LOADS

Collett A Sons, UK [www.collett.co.uk](http://www.collett.co.uk)

### SELF-PROPELLED MODULAR TRANSPORTERS

Collett & Sons, UK [www.collett.co.uk](http://www.collett.co.uk)

### SITE SAFETY AUDITS

Alfa Access Services [www.alfa-access-services.com](http://www.alfa-access-services.com)

### INDUSTRY ASSOCIATIONS

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

### HEAVY LIFT MANAGEMENT

DWLS [www.dwls.co.uk](http://www.dwls.co.uk)

Ellevo Group [www.ellevogroup.com](http://www.ellevogroup.com)

### HEAVY LIFT PLANNING & RISK ANALYSIS

DWLS [www.dwls.com](http://www.dwls.com)  
Ellevo Group [www.ellevogroup.com](http://www.ellevogroup.com)

### AUCTION HOUSES

Ritchie Brothers [www.rbauktion.com](http://www.rbauktion.com)

### BATTERY SUPPLIERS & MANUFACTURERS

Battery Service Hub [www.batteryservicehub.com](http://www.batteryservicehub.com)  
DC Battery Technologies [www.dcbattery.tech](http://www.dcbattery.tech)  
C&D Technologies <https://www.cdtrojan.com>  
Leoch Battery UK [www.leochbattery.co.uk](http://www.leochbattery.co.uk)  
Platinum International Ltd [Platinuminternational.co.uk](http://Platinuminternational.co.uk)

### LOAD CELLS & LOAD MONITORING SYSTEMS

PCE Instruments UK Ltd [www.pce-instruments.com](http://www.pce-instruments.com)

### CONTROL SYSTEMS

MOBA Automation [www.moba.de](http://www.moba.de)

### GENERATOR SALES & RENTAL

JMS Powered Access <https://jms.co.uk>

### ONLINE TECHNICAL HELP

Crane Tools [www.cranetools.com](http://www.cranetools.com)

### OUTRIGGER PADS, MATS & ROADWAYS

Brilliant Ideas / Alimats <https://brilliantideasltd.co.uk/alimats/>

DAWSON-WAM Steel Mat Hire [www.SteelMatHire.co.uk](http://www.SteelMatHire.co.uk)

Mat & Timber Services [www.sarumhardwood.co.uk](http://www.sarumhardwood.co.uk)

Nolim [www.nolim.co.uk](http://www.nolim.co.uk)

Outriggerpads [www.outriggerpads.co.uk](http://www.outriggerpads.co.uk)

Timbermat [www.timbermat.co.uk](http://www.timbermat.co.uk)

TMC lifting supplies [www.tmc-lifting.com](http://www.tmc-lifting.com)

Universal Crane Mats [www.universal-crane-mats.com](http://www.universal-crane-mats.com)

Welex Group [www.welexgroup.com](http://www.welexgroup.com)

### COMPONENT SUPPLIERS

PCE Instruments UK Ltd [www.pce-instruments.com](http://www.pce-instruments.com)

Tele Radio Group [www.tele-radio.com](http://www.tele-radio.com)

### WIRE ROPE & CABLE

Rope and Sling [www.ropeandsling.co.uk](http://www.ropeandsling.co.uk)

### LIFTING GEAR MANUFACTURERS

Britlift [www.britlift.com](http://www.britlift.com)

### PARTS & SERVICE SUPPLIERS

Alfa Access Services [www.alfa-access-services.com](http://www.alfa-access-services.com)

Crowland Cranes [www.crowlandcranes.co.uk](http://www.crowlandcranes.co.uk)

Ernest Doe & Sons Ltd. [www.ernestdoeladecranes.com](http://www.ernestdoeladecranes.com)

Gantic, Norway [www.gantic.no](http://www.gantic.no)

Haulotte [www.haulotte.com](http://www.haulotte.com)

IPS [www.ipsparts.com](http://www.ipsparts.com)

JLG [www.jlg.com](http://www.jlg.com)

Lift-Manager [www.lift-manager.com](http://www.lift-manager.com)

OTR Wheel Engineering Europe [www.otrwheel.co.uk](http://www.otrwheel.co.uk)

PCE Instruments UK Ltd [www.pce-instruments.com](http://www.pce-instruments.com)

TVH - Group Thermote & Vanhalst [www.tvh.be](http://www.tvh.be)

Vertimac [www.vertimac.com](http://www.vertimac.com)

### RECRUITMENT

Vertikal.Net [www.vertikal.net/en/recruitment](http://www.vertikal.net/en/recruitment)

### SAFETY EQUIPMENT

Load Systems UK Ltd [www.loadsystems.co.uk](http://www.loadsystems.co.uk)

### RENTAL MANAGEMENT SOFTWARE

Higher Concept [www.higherconcept.co.uk](http://www.higherconcept.co.uk)

HireHop Equipment Rental Software [www.hirehop.co.uk](http://www.hirehop.co.uk)

HireHop Equipment Rental Software [www.hirehop.com](http://www.hirehop.com)

Infosystem [www.levaplus.ch](http://www.levaplus.ch)

inspire [www.inspire.com](http://www.inspire.com)

Matusch GmbH [www.matusch.de](http://www.matusch.de)

MCS Rental Software [www.mcsrentalsoftware.com](http://www.mcsrentalsoftware.com)

vWork [www.vworkapp.com](http://www.vworkapp.com)

### STRUCTURAL REPAIRS

Crowland Cranes [www.crowlandcranes.co.uk](http://www.crowlandcranes.co.uk)

John Taylor Crane Services [www.jtcranes.co.uk](http://www.jtcranes.co.uk)

### TRAFFIC MANAGEMENT

Atlas Traffic Management [www.atlastm.co.uk](http://www.atlastm.co.uk)

### TECHNICAL & SAFETY CONSULTANCY

Access Safety Management [www.accesssafety.co.uk](http://www.accesssafety.co.uk)

### TRAINING ASSOCIATIONS & NETWORKS

ALLMI [www.allmi.com](http://www.allmi.com)

AWPT [www.awpt.org](http://www.awpt.org)

IPAF [www.ipaf.org](http://www.ipaf.org)

NASC [www.nasc.org.uk](http://www.nasc.org.uk)

Pasma [www.pasma.co.uk](http://www.pasma.co.uk)

### TRAINING CENTRES & TRAINERS

Access Platform Sales (APS) [www.accessplatforms.co.uk](http://www.accessplatforms.co.uk)

Astra Access [www.astratraining.co.uk](http://www.astratraining.co.uk)

Ainscough [www.ainscoughtraining.co.uk](http://www.ainscoughtraining.co.uk)

AJ Access [www.accessplatforms.com](http://www.accessplatforms.com)

Boss Training [www.bosstraining.co.uk](http://www.bosstraining.co.uk)

Certora Training [www.certoratraining.co.uk](http://www.certoratraining.co.uk)

Davis Access [www.davisaccess.co.uk](http://www.davisaccess.co.uk)

Haulotte [www.haulotte.com](http://www.haulotte.com)

IAPS [www.iapsgroup.com](http://www.iapsgroup.com)

Lift-Manager [www.lift-manager.com](http://www.lift-manager.com)

Smart Platform Rentals [www.smartplatforms.com](http://www.smartplatforms.com)

TVH Group [www.tvh.com](http://www.tvh.com)

UTN [www.utntraining.co.uk](http://www.utntraining.co.uk)

Versalift Training Direct [www.versalift.co.uk/training](http://www.versalift.co.uk/training)

Warren [www.warrenaccesstraining.co.uk/courses/Access Training](http://www.warrenaccesstraining.co.uk/courses/Access Training)

### SAFETY TRAINING

Atlas Cranes UK [www.atlasgmbh.com](http://www.atlasgmbh.com)

### TRAINING SERVICES

JLG Training [www.jlg.com](http://www.jlg.com)

Liebherr Training (UK) [www.liebherr.co.uk](http://www.liebherr.co.uk)

Lifting Equipment Training [www.letltd.co.uk](http://www.letltd.co.uk)

Mr Plant Hire [www.mrplanthire.co.uk](http://www.mrplanthire.co.uk)

Rapid Platforms [www.rapidplatforms.co.uk](http://www.rapidplatforms.co.uk)

TH White [www.thwhite.co.uk](http://www.thwhite.co.uk)

Terex Atlas (UK) Ltd. [www.atlascranes.co.uk](http://www.atlascranes.co.uk)

TVH Group [www.tvh.com](http://www.tvh.com)

**ARE YOU LISTED...**

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# FREE ONLINE MARKETPLACE ADVERTISING

We are currently conducting live trials on our new online Marketplace for buying and selling anything involved with cranes, access equipment, telehandlers or lifting equipment.

The Vertikal Marketplace is a very simple format, in which buyers or sellers can upload an advert either using artwork or just plain text and photos.

For the next few weeks anyone can advertise in the Online Marketplace totally free of charge. Attractive 'bolt on' packages will also be available for anyone wishing to add their adverts to the Cranes & Access magazine - both print and digital versions.

**If you have something to sell, or are looking for a specific product - just give it a try and please let us know what you think.**



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Account Manager BENE



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