

cranes & access

August/September 2024 Vol.26 issue 5

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**LOADER
CRANES**

SPIDER LIFTS

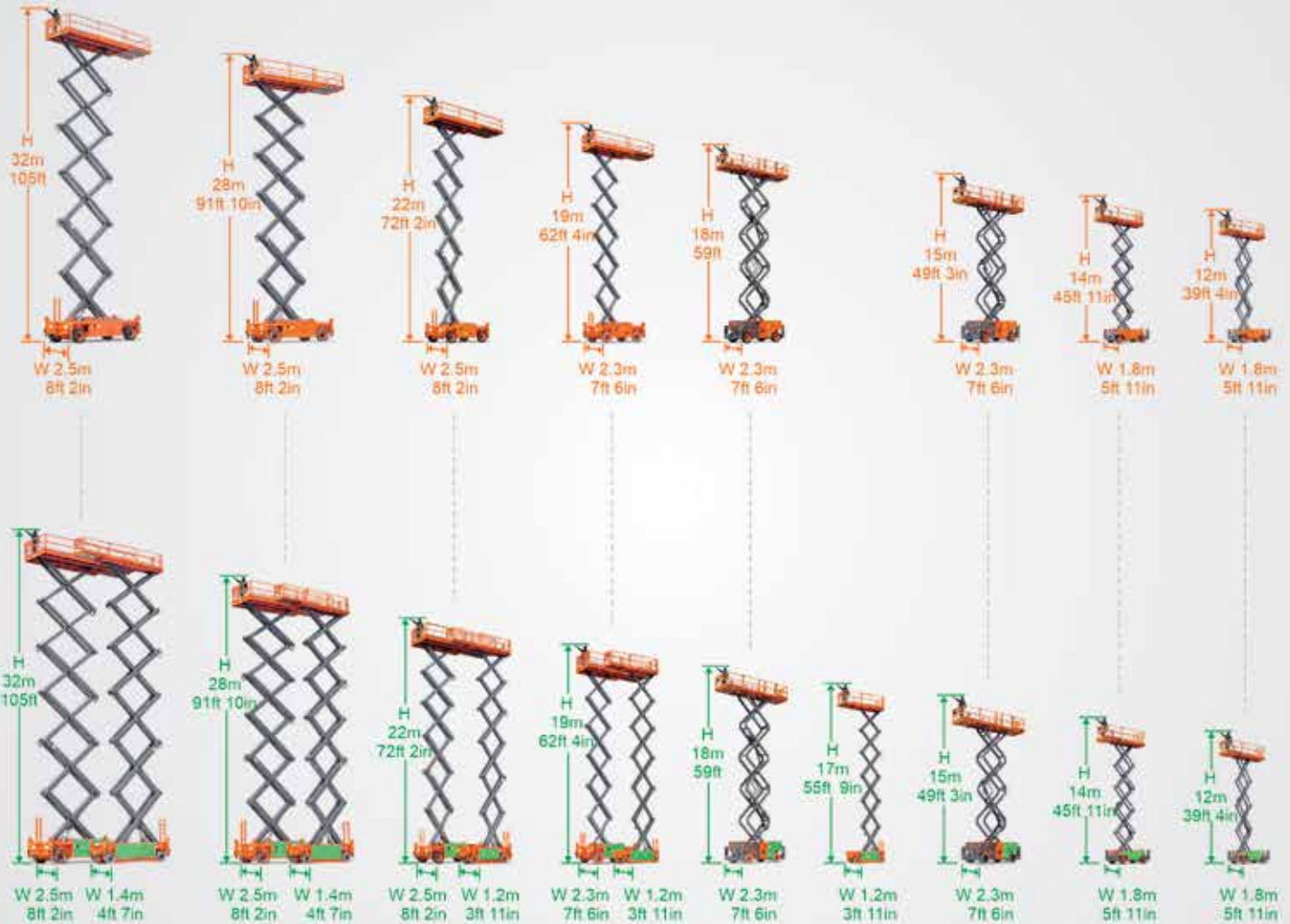
REMOTE CONTROLS

VERTIKAL DAYS SHOWGUIDE





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Large Scissor Lifts Series

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LOADER CRANES 17

Is the loader crane market sector taking a breather from introducing more hi-tech features? We take a look at what is going on.

SPIDER LIFTS 25

As with any new product type, the spider lift market is changing as it matures and is now driven as much by acquisitions and consolidation than radical new product development. We look at some of the latest advancements.

VERTIKAL DAYS SHOW GUIDE 37

The biggest Vertikal Days ever will open at the Newark Showground in Nottinghamshire on September 11th with a record number of exhibitors and products on display. Our comprehensive guide contains everything you need to know about the show, the exhibitors and the products they plan to showcase.

REMOTE CONTROLS 89

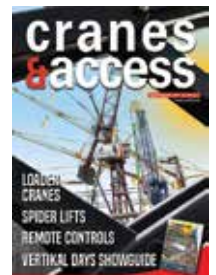
We take a look at the evolution of crane technology and how the remote control is playing an increasingly important role in crane and aerial lift operations.

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ON THE COVER

Vertikal Days 2024 at the Newark Showground will be the biggest gathering of cranes, aerial work platforms and telehandlers and associated equipment in Europe this year. For a full run down of the event and exhibitors see the Show Guide starting on page 37.



IN THE NEXT ISSUE Scheduled for publication mid-October the next issue of Cranes & Access will include the 2024 Vertikal Days Show review, as well as features on Spider and mini crawler cranes, Access equipment for arborists, The Top 30 rental companies fleet survey and report and we take a look at Sustainability, renewables and recycling. 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

IMPROVEMENT OR UNNECESSARY COMPLEXITY?

A few months ago, we hired an 'average' medium sized SUV to drive to Intermat in Paris. After receiving the keys and being told it was an automatic, I sat staring at the controls for five minutes not seeing a gear selector or start button. Spotting my confusion the agent came out to the rescue explaining that it was a hybrid, which starts and drives off in electric mode - i.e. no engine to start - and the gear selector was a small stubby knob hidden behind the steering wheel/indicator stalk and impossible to see from the driver's seat.

Once on the move it took a hundred miles or so to begin to get my head around all the technology, including all manner of beeping sensors going off and several screens showing a 3D-radar type view of the car on the road with the surrounding traffic. I must admit that I spent far too much time trying to understand all the tech and trying to turn off all the 'features' I did not want or need, while I should have had my eyes on the road.

Have we reached a point where manufacturers are designing overly complex products simply because they can? Updating merely for the sake of it? This is a question some are asking about certain crane, aerial lifts and telehandler models.

Larger truck mounted platforms have had telematics and remote diagnostics for years and while this caused some early issues they are now much appreciated. But older models now require new modems as 2G and 3G antennas are closed down. The cost - around €2,000/£1,500 a unit to retain the features. Meanwhile mobile cranes and other equipment require major software updates from time to time - but who pays for it? A sat nav upgrade on a car costs upward of £200 even

though you paid handsomely for the system when you bought it.

We have all cursed Microsoft and Apple when a new operating system forces us to buy new software or they make changes to a programme or app we were very happy and comfortable with. Whether it's a PC or a smart phone, most users only use a fraction of the available computing power or features.

Apparently, this year there will be few, if any AAA video games launched. They have become so complex that they now take years to develop and cost far more than a major Hollywood blockbuster. Yet the vast majority of players only use a fraction of their capabilities, moving on to other games well before reaching the depths available.

Just because something is technically possible does not mean we need it, want it or should have to pay for it. A counter-revolution has been brewing, even in the equipment market, as customers seek simpler, less tech-loaded products that are often cheaper, more reliable and easier to repair and without electronics that can disable a machine when they malfunction, forcing us to go to a main dealer...and pay their inflated prices.

The ability for a factory engineer to diagnose and fix an issue remotely is of course incredibly valuable and can save the cost and time of call outs, while sparing the heartache of trying to reach an empowered person in customer services. But this should not mean tech for tech's sake.

Oh, and by the way, after several hundred miles with the hi-tech rental car, had I become a convert? Absolutely not, halfway through the trip I yearned for the simplicity of my 'old school' low tech car.

Mark Darwin

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