

cranes & access

February/March 2025 Vol.27 issue 1

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A large green hydrogen-electric boom lift is shown in operation. The lift has "Hydrogen-Electric" and "H2" branding. A worker in a high-visibility vest and hard hat is on the platform. The lift is on a muddy surface, and its large, treaded tires are visible. The background shows a clear blue sky and some industrial structures.

BOOM LIFTS
HEAVY LIFTING
BAUMA PREVIEW
POWER PACKS
WEATHER WARNING

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6



17



43



49



58

CONTENTS

COMMENT 5

NEWS 6

Leguan's biggest spider, Narrow booms from Dingli, Bigger Wolff compact tower crane, HSE withdraws Emergency Stop letter, JLG's new 60ft electric boom, Raimondi launches biggest flat top, Falcon returns, Terex's new electric bucket truck, New Turkish manufacturers, France Elévateur's Mov-UP, Linde and Sennebogen telehandlers, European plant for Zoomlion Access and New model launches at Bauma as well as financials round-up and News Highlights.

BOOM LIFTS 17

With Bauma just around the corner, it looks like we shall see more new aerial lift manufacturers than ever as well as the ongoing progression of all electric boom lifts, there are plenty of new products and issues to discuss in our annual feature.

HEAVY AND ALTERNATIVE LIFTING 27

We take a look at several interesting projects using a variety of lifting equipment from around the world.

MONITORING THE WEATHER 37

The weather and in particular high winds can be highly disruptive to construction and other projects and pose risks to cranes and access equipment which can lead to work stoppages, site closures and the job postponements. We talk to a company that claims to have taken forecasting to a whole new level.

BAUMA PREVIEW 43

Next month the world's largest equipment exhibition opens its doors once again in Munich, Germany. We have all the show essentials as well as highlighting a few new products.

BATTERY ENERGY STORAGE SYSTEMS 49

Power and energy specialist Rossa Consulting provides guidance on how to navigate the minefield of making the right product selection based on site-specific requirements.

ARA SHOW REVIEW 53

Held at the start of February, we bring you a mainly pictorial roundup of the Las Vegas show.

EXECUTIVE HIRE SHOW REVIEW 56

This year's Executive Hire Show - the UK's tool and general rental exhibition - was once again held in Coventry. We report on a few of the highlights.

COMPANY PROFILE: LEGUAN 58

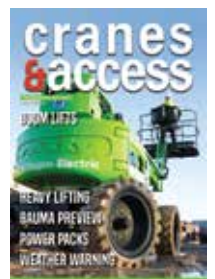
Cranes & Access editor Mark Darwin visits Finnish aerial work platform manufacturer Leguan and covers the changing nature of the company and its aerial work platforms.

REGULARS

CPA FOCUS	61
IPAF FOCUS	63
ALLMI FOCUS	65
IN THE NEXT ISSUE	66
TRAINING	67
BOOKS & MODELS	69
LETTERS AND OBITUARIES	71
WHAT'S ON	75
ONLINE DIRECTORY	78

ON THE COVER

The all electric Nifty HR15 articulated boom lift can be ordered with the hydrogen fuel cell to recharge its battery pack allowing the platform to run without an external power source.



IN THE NEXT ISSUE Scheduled for publication in mid-May, the next issue of Cranes & Access will include features on Crawler cranes, Van and small truck mounted platforms, Trailers and transport equipment, a review of Bauma as well as the annual Equipment Source Guide. 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

KEEP CALM AND CARRY ON

Bauma is the global shop window for the construction related equipment industry. It is the biggest and arguably the best trade fair on the planet with more than 3,500 manufacturers from almost 60 countries touting their wares in front of around 500,000 visitors from more than 100 countries. If you enjoy equipment exhibitions, Bauma is the pinnacle, the peak, the tops, and it is unlikely to ever be rivalled, well certainly not in my lifetime.

This year it promises to be bigger than ever with the organisers having seemingly quelled exhibitors' unrest over the rising cost to exhibit, and the obscene hotel price hikes during show week. Minor moans such as show tickets being valid for only one entry a day is little more than an annoyance.

Companies exhibiting at the show have to do a lot of business during the week to justify the huge investment. And while it is a brave decision to stay away, several major manufacturers in our sector are doing just that, including Genie, JCB and Haulotte along with a few smaller players. Nevertheless, they are relatively few in number and from the pre-show information it promises to be a great event.

However, while product development continues apace, and new more advanced production plants are opened, a shadow looms over international trade, in the form of tariffs and possible moves towards isolationism.

Over the past year or two there have been a few relatively minor spats between the USA and

China and more recently Europe and China, more to do with protectionism based on a fear that the competition would kill domestic production and threaten local manufacturing jobs. However, over the past month or so this has all changed...

We all know that with newly elected leaders and governments there will inevitably be shifts in policies and emphasis, however no-one seems to have been remotely prepared for the Trump onslaught on world trade, with tariffs of up to 250 percent threatened with just a days' notice and then reduced or changed drastically the next. The global market is in a state of panic and wondering WTF is going on, even though this is what he said he would do. Clearly few took him seriously.

The USA seems to be picking a fight with most countries, but particularly China, Europe, Canada and Mexico which together with America cover the majority of crane, access and telehandler manufacturers.

So, while it will be great to visit Bauma and see the latest products or technology and hear the plans of leading manufacturers, some countries may never get to use them, due to punitive tariffs or other trade restrictions. Where products are manufactured is also up in the air, with tariffs forcing shifts in manufacturing bases. This has already occurred with Chinese companies moving 'production' to Europe and Mexico for example.

How the sector will look when the next Bauma comes round in 2028 is anyone's guess. In the meantime, all we can do is 'keep calm and carry on', while it all unfolds...

Mark Darwin

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

TWO XCMG ATs FOR THE UK

Chinese manufacturer XCMG is set to launch two 60 tonne, three axle All Terrain cranes in the UK this year - the XCA60_EV hybrid and the XCA60_E regular diesel version. Both models are already available in other parts of Europe, as well as North America. XCMG claims that the XCA60_E was the world's first 60 tonne hybrid All Terrain, the first of which was sold to Dutch international heavy lift and transport company Wagenborg Nedlift last year. Both cranes have the same 48 metre, six section main boom, topped by a 9.2 to 16 metre bi-fold offsettable swingaway extension taking the maximum tip height to around 66 metres.

The XCA60_EV hybrid combines a Mercedes diesel in the chassis with a battery pack powering an electric motor in the superstructure and features XCMG's XEC electronic control technology to maximise battery efficiency and enable fast charging.



LEGUAN'S BIGGEST SPIDER

Finnish aerial lift manufacturer Leguan has launched a new 26.5 metre spider lift - the Leguan 265 - its largest spider lift to date, aimed at users such as arborists and utility companies. Leguan claims the 265 is between two and four times faster than other competitive lifts taking just 95 seconds to reach maximum working height, thanks, it says, to its EDX (Efficiency-Driven Experience) operating system with advanced electronic valve technology which allows the multiple boom simultaneous boom movements with maximum hydraulic efficiency. Power comes from a Kubota diesel or 230V/2.2kW electric system.

Maximum outreach is 13.6 metres at an up & over height of 10 metres with 120kg or almost 11 metres outreach with the maximum platform capacity of 250kg. The overall weight is 3,920kg

More information on Leguan can be found on page 58



BIG COMPACT FROM WOLFF

German tower crane manufacturer Wolffkran is to launch a new model at Bauma the Wolff 8095 Compact, the company's first trolley jib crane in the 900 tonne/metre class. The new model is available as the two fall 25 tonne 8095.25 or four fall 8095.40 with a 40 tonne maximum capacity, which also features a double trolley with automatic coupling for additional flexibility to adapt to different applications.

Both variants offer jib lengths from 30 to 80 metres in five metre increments, with 80 metre jib tip capacities of 10.5 and 8.6 tonnes respectively. The new crane is ideally installed on Wolff's 2.9 x 2.9 metre TV 29 tower, but when combined with the larger TV 33 enables freestanding tower heights of up to 100 metres.



Variant	Mode of operation	Maximum capacity	Capacity @ 80m jib tip	W/ Wolff Boost
Wolff 8095.25	2 Fall	25.0t	9.5t	10.5t
Wolff 8095.40	4 Fall - double trolley	40.0t	7.8t	8.6t
Wolff 8095.40	2 Fall - split trolley	25.0t	9.4t	10.3t

Lifting capacity overview of the Wolff 8095 Compact in the different variants and operating modes

HSE WITHDRAWS EMERGENCY STOP LETTER

The UK's Health & Safety Executive (HSE) has written to IPAF withdrawing a letter it unilaterally sent to manufacturers in late January regarding Emergency Stop buttons which contained a mandate that would have required the vast majority of aerial work platforms in the UK to be immediately stood down.



The original letter stated: "Activating the Emergency Stop on a MEWP must not disable the safety related parts of the machine's control system such as overload monitoring, inclination monitoring, stabiliser/outrigger monitoring, and associated alarms."

As well as being totally impractical, the letter came as a complete surprise to those working on this issue with the HSE and other regulatory bodies in relation to future standard updates.

After the industry complained and pointed out the impracticalities, the HSE quickly withdrew the letter and offending statement and will continue to work with IPAF and other parties to develop the standards and safety protocols relating to the isolation of sensors when the Emergency Stop button is activated.

NARROW BOOMS FROM DINGLI

Chinese manufacturer Dingli has launched two new narrow aisle articulated electric boom lifts - the 44ft BA15NE and 49ft BA17NE - with maximum working heights of 15.5 and 17 metres respectively.

Both models have an overall width of 1.5 metres, a transport length with jib tucked of 5.06 metres, and an overall height just over two metres. Total weight is 7,580kg for the BA15 and 7,950kg for the BA17. Outreach is 9.7 metres on both, at an up & over clearance height of 5.5 metres on the BA15 and seven metres on the BA17. Maximum unrestricted platform capacity is 225kg.

More information on these and other booms can be found in the Boom lift feature on page 17.



NEW 60FT JLG ELECTRIC BOOM

JLG has announced a new 60ft all electric articulated boom lift - the EC600AJ - aimed at the North American market. It features a two section telescopic riser topped by a two section telescopic boom and jib with 130 degrees of articulation, providing a working height of 20.2 metres. A 250kg/340kg dual platform capacity gives an unrestricted maximum outreach of 11 metres at an up & over height of just over eight metres, and 340kg available at up to 10 metres outreach. Slew is 400 degrees.



Power comes from two 48V/210Ah lithium ion batteries driving four AC direct drive wheel motors with standard two wheel steering, and four wheel steer option. Non marking, non-directional poly filled Rough Terrain tyres are standard. Dimensionally it has an overall width of 2.46 metres, with an overall height of just over 2.5 metres and a stowed length of 8.29 metres. The boom weighs around 8.7 tonnes, allowing two units to fit onto a trailer. The new machine will go into production in the summer.

RAIMONDI'S BIGGEST FLAT TOP

Italian tower crane manufacturer Raimondi has launched a new 24 tonne flat top tower crane - the T577 - its largest flat top to date. The crane features 10 different jib configurations up to 82.8 metres with a jib tip capacity of up to 3,400kg. It can handle its maximum capacity at a radius of 25 metres. The standard hoist features a 110kW winch with a maximum line speed of almost 22 metres a minute with more than 1,000 metres of rope storage capacity. An emergency hydraulic brake is standard.

The T577 is equipped with the ConCore control system designed to simplify commissioning and troubleshooting and also features the company's Lumina cab. A variety of tower sections can be used giving a maximum free standing height of 73 metres when using a counterweighted base. The crane will be available in both 400V/50Hz and 480V/60Hz versions. The first model is set to be shipped to the UAE.

Chief executive Luigi Maggioni said: "This crane is designed to support large infrastructure construction projects - specifically those in Saudi and the wider GCC. We are also working on additional models with even greater lifting capacities, as well as expanding the T Series with smaller models."



The 24 tonne T577



The Lumina cab

TEREX'S NEW ALL ELECTRIC BUCKET TRUCK

Terex Utilities has introduced a new generation of zero emission bucket trucks - truck mounted utility platforms. The first new model features the company's 55ft Optima HR55 articulated boom mounted on a Mack MDe7 Electric chassis, giving a working height of 18.8 metres, 14.7 metres of outreach and 318kg platform capacity. The boom and outriggers are powered by Viatic's HyPower SmartPTO system which has its own battery to operate independently from the chassis batteries, allowing a full day's operation without impacting the vehicle's drive range.

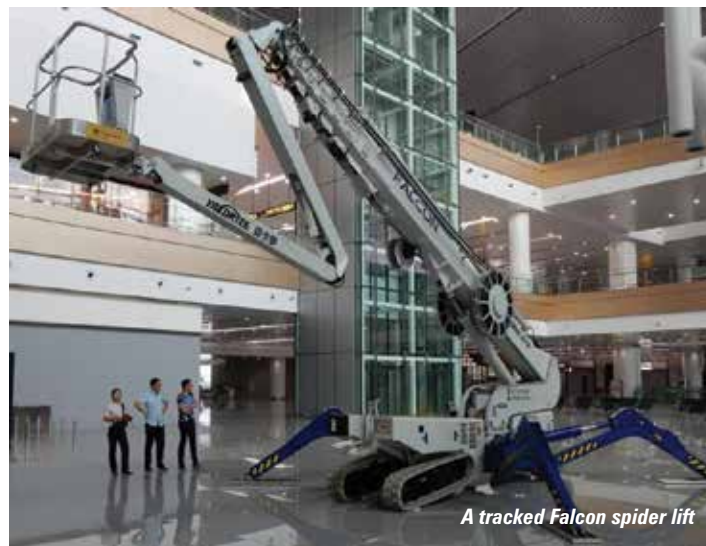
The unit is equipped with the third eye digital platform, featuring up to six HD cameras displayed on a seven inch, in-cab monitor providing real time coverage of the vehicle's surroundings. According to the company, only a limited supply will be available in 2025 with lead times currently 12 to 18 months.



THE FALCON RETURNS

Danish spider lift manufacturer Falcon has started trading again having completed a financial restructuring process following entering administration in late December. The new business has purchased the company's assets and signed a new lease for the production facilities.

The vast majority of staff have returned to work, including majority owner Thyge Mikkelsen and the 'face' of Falcon's sales efforts Brian Falck Schmidt who said: "We are all very happy to be back and in a position to support and work with our customers and suppliers, most of whom have been really supportive as we worked through this challenging and unfortunate process which has been a truly humbling experience."



A tracked Falcon spider lift

THE TURKS ARE COMING

Two new Turkish aerial lift manufacturers will debut at Bauma, Platfon and more recently Mote Lift which launched domestically last March.

Mote Lift now has a range of three slab electric scissors and three articulated boom lifts and may possibly unveil a mast boom. It is a subsidiary of construction and agricultural equipment manufacturer and fabricator Hisarlar and says that four years of development work has gone into the new platforms.

Slab electric scissors

The three slab electric scissor lifts are the 27ft SCL0810, 33ft SCL1012 and 39ft SCL1214 with a working heights of 10, 12 and just under 14 metres respectively. All three have a maximum platform capacity of 460kg, an overall width of 1.15 metres and overall length of 2.41 metres. Overall height with guardrails up is 2.4, 2.5 and 2.64 metres. Folding guardrails are standard, but only the SCL0810 folds down to less than two metres. Overall weights range from 2,600kg to just over 3,000kg.

Articulated boom lifts

The new articulated boom lifts include the 33ft ABL12, 40ft ABL14 and 46ft ABL16 with working heights of 12, 14 and 16 metres. All three are available in diesel or 4x4 lithium-ion electric versions making for a range of six variants. All have dual sigma type risers, two section booms and jibs with 140 degrees of articulation. The differences are largely down to the length of the riser arms and boom sections. All are two metres wide and offer a 230kg platform capacity. Outreach is 6.7, 7.7 and 8.7 metres respectively and overall weights range from 4,600kg to 6,200kg.

Based in the Turkish province of Eskişehir in Central Anatolia, the group has 700 employees and three production facilities with a combined surface area of 148,000 square metres.



Mote Lift has a range of three electric scissor lifts with working heights from 10 to 14 metres



The 12 metre working height Mote Lift ABL12

EUROPEAN PLANT FOR ZOOMLION ACCESS

Chinese crane and aerial lift manufacturer Zoomlion is to set up a new aerial lift production facility in Hungary. The company has signed a 10 year lease with CTP, one of Europe's largest developers, for an existing facility on a 55,000 square metre plot in CTPark, Tatabánya, north west of Budapest. Zoomlion will invest €100 million in the building to create a 'Smart Factory' to produce scissor and boom lifts. The manufacturer will also have access to a 20,000 square metre outdoor test and storage area.

Ren Huili of Zoomlion Access said: "This move reflects Zoomlion Access' commitment to localisation efforts. We aim to serve our customers better with locally manufactured products, while contributing to the growth of the Hungarian industrial landscape."

The facility is on an industrial park in Tatabánya



LINDE & SENNEBOGEN TELEHANDLERS

German fork lift and logistics equipment manufacturer Linde has teamed up with Sennebogen to launch two new Linde branded heavy duty telehandlers - the YH40 and YH60 - based on Sennebogen's 7.7 metre/4,000kg 340 G and the new 8.5 metre/6,000kg 360 G models.

The new Sennebogen 360G replaces the current 5,500kg/8.45 metre 355 E, and has a 4.37 metre forward reach at which point it can handle 2.3 tonnes, while it can take 5.5 tonnes to its full lift height, at a forward reach of one metre. The unit has an overall width of 2.55 metres, and overall stowed length of 5.7 metres without forks and is 2.65 metres high. Total weight is 12,500kg.



A Linde branded Sennebogen telehandler

FRANCE ELÉVATEUR'S MOV-UP

France Elévateur of Time Europe has launched a new range of lightweight 3.5 tonne truck mounted platforms - the Mov-Up 16, Mov-Up 18 and Mov-Up 20 - with working heights of 16, 18 and 20 metres respectively. Each features a three section boom and pedestal mounted platform with the main specifications shown in the table below.

All three offer 450 degrees of slew, 120 degrees of platform rotation and three automatically monitored platform capacities of 80kg, 200kg and 230kg. Overall height on all three is 2.99 metres. The Mov-Up range is available on Iveco Daily and Renault Master chassis, with Isuzu and Ford due to be added in the near future.

So how does it stack up?

France Elévateur	Model No.	Working height	Outreach w.80kg	Outreach w.200kg	Outreach w.230kg	Overall length
Mov-Up	16	16.8m	11m	8.1m	6.6m	6.74m
Mov-Up	18	17.8m	12.2m	8.6m	8.0m	7.13m
Mov-Up	20	20m	11.1m	8.9m	7.2m	7.76m



The new France Elévateur Mov-Up 20

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RELIABILITY IN ACTION

NEW MODELS AT BAUMA

bauma
APRIL 7-13, 2025, MUNICH

With Bauma just around the corner, manufacturers are releasing details of new products that will be launched. Here are a few of the highlights...

200T SENNEBOGEN TELECRAWLER

German manufacturer Sennebogen will launch the 200 tonne G203E, its largest telescopic crawler crane to date. It features a six section 56.4 metre pinned boom with extensions up to 21.6 metres for a maximum tip height of 81 metres. The boom sections can be pinned at 90 percent extension for improved capacities and rigidity.

The crane can work up to four degrees off level and features variable track widths from 3.5 to six metres. Power comes from a Stage V/HVO ready diesel.



GROVE HYBRID ATS

Manitowoc/Grove will introduce two 150 tonne hybrid All Terrain cranes - the GMK5150L-1e with a 60 metre main boom, and the GMK5150XLe with 68.7 metres. Both models maintain identical load charts to their diesel counterparts.

The cranes feature a 180kWh battery pack providing five hours of emission free operation, or 20 hours if operated while plugged into a mains outlet. Both can be charged via AC/DC power or through the regular diesel carrier's 170kW generator.



21M PALAZZANI SPIDER

Italy's Palazzani will launch the 21 metre articulated TZX 210 spider lift, replacing the current 22.5 metre TZX225. The new model offers a 21.2 metre working height and 9.5 metres outreach with 200kg unrestricted capacity. Available in tracked or wheeled versions with diesel/electric or all-electric power options, the lift features 360 degree slew and auto-levelling capabilities. Overall weight is 2,500kg.



ELEVEK EXTENDS RANGE

Portuguese mastclimber and hoist manufacturer Elevek will launch the TP5 hoist and MC5000 mastclimber. The TP5 offers 750kg capacity in material mode and 500kg/five person capacity in passenger mode. The MC5000 provides up to 3,290kg capacity and platform lengths from 2.82 to 19.48 metres in single mast configuration, or 7,000kg and platform lengths from 8.48 to 38.64 metres with twin masts.



21M EASY LIFT

Easy Lift will show a new 21 metre RA21 spider lift with dual sigma riser, three section telescopic boom and articulating jib. Maximum outreach is 10 metres with 230kg unrestricted capacity. Diesel/electric, All-electric or hybrid power options are available. Overall weight is 2,850kg.

MARCHETTI ELECTRIC CRANE

Italian manufacturer Marchetti will launch the 15 tonne Trio OE electric city crane, with a five section 19 metre main boom, four wheel drive and steer, powered by a 230Ah lithium battery pack. Overall weight is 14 tonnes.



LIEBHERR ADDS 300T UNPLUGGED

Liebherr will unveil the 300 tonne LR 1300.2 SX battery powered lattice crawler crane. The 392kWh battery pack provides 13 hours typical operation. Seven boom configurations are available with a maximum system length of 196 metres - 83 metre boom plus 113 metre luffing jib.



250T LONG BOOM TADANO

Tadano's new six axle 250 tonne All Terrain - the AC 5.250L-2 - has a 79 metre, eight section main boom. The 5.8 to 30 metre lattice extensions take the maximum tip height to 112 metres. The crane meets 12 tonne axle loads with 10 x 6 drive extension brackets, hook and slings.



LOADER INNOVATION

German startup QuiMo will launch a 1.6 tonne capacity electric two wheel loader and can handle its maximum capacity with 500mm of forward reach and 2.8 metres lift height. Overall weight is 1,800kg.

BRONTO'S NEW XT GENERATION

Bronto Skylift will show the first of a new range of truck mounted lifts, the 70 metre S70XT1-J which features a five section main boom plus three section upper boom/jib with 175 degrees articulation. Maximum outreach is 39 metres with 120kg or 33.2 metres with 600kg. First deliveries begin early next year.



A NEW US FRANNA

Articulated pick & carry crane manufacturer Terex Franna has launched a new model for North America, the 17 tonne/19 ton FR19 US. It joins the 20 tonne AT24 US model, which launched in mid-2023.

The FR19 US can lift its maximum capacity at 1.5 metres from the centre of the front wheels, and features an 18.2 metre four section boom, with a 2.6 metre jib attachment taking the maximum tip height to 22.5 metres. Maximum forward reach on the main boom is 16.35 metres with a one tonne capacity. Forward reach with jib installed is 18.6 metres. Power comes from a Tier 4F Cummins, with powershift transmission and sprung rear axle for a maximum road speed of 35kph/22 mph. The overall width is 2.45 metres, overall height just under three metres and overall stowed length 9.7 metres. Franna has also established a dedicated support team in Wilmington, North Carolina, providing parts, service and technical support across North America, while building a dealer network.



ONE EUROPE FOR TIME

Time Manufacturing has unveiled its 'One Europe' strategy that brings Ruthmann, Versalift, France Elévateur and Movex together under a single European management team. While the brands remain unchanged, the initiative aims to improve collaboration and streamline operations across engineering, services and commercial functions.

Ruthmann chief executive Uwe Strotmann has been appointed chief commercial officer for the new set up, overseeing sales, marketing, product and brand management. Strotmann joined Ruthmann in 1994, became managing director in 2022 and will continue in his role.



Uwe Strotmann

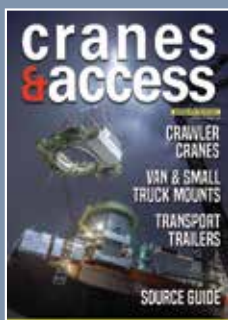
AFI'S NEW AI TOOL

UK based rental company AFI has launched SitesurvAI, an Artificial Intelligence tool that analyses site photographs uploaded by customers and then recommends suitable aerial work platforms, streamlining the selection process.



BEST COVER RESULTS!

The results of the 2024 best Cranes & Access cover reader survey are now in! For the full story and the competition winner see page 71



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FINANCIALS ROUND-UP

Another record for United

US based United Rentals reported a 7.2% rise in 2024 revenues to \$15.36 billion with rentals up 8% to \$13 billion. Other revenues were flat or marginally higher. Pre-tax profit for the year increased 4% to \$3.39 billion, with capital expenditure slightly higher at \$3.57 billion. Fourth quarter revenues improved 10% to \$4.1 billion.



2024 slowed for JLG

JLG - the Access division of Oshkosh, largely made up of JLG, Hinowa and now Ausa - saw full year 2024 revenues rise 3.5% to \$5.16 billion. Aerial lift sales were flat at \$2.45 billion, while telehandler sales increased 6% to \$1.57 billion and other revenues 10% to \$1.15 billion. Operating profit was 9% higher at \$805.4 million, however the backlog dropped from \$4.53 to \$1.83 billion. Fourth quarter revenues remained flat at \$1.16 billion.



Steep decline for Manitou

Manitou has reported a significant fall in new product sales in 2024, following a 25% jump in 2023. New equipment sales fell 9% to €2.25 billion down 9%, partly offset by a 3% rise in parts and service revenue to €409 million. Total revenues were down 7% at €2.66 billion. Pre-tax profits declined 11.5% to €172.7 million. Net debt 4.9% to €370 million.



Slow year for Genie

Genie posted a 2.5% improvement in 2024 revenues to just under \$3 billion, while operating profit dipped 8% to \$342 million. The backlog at the end of December was down 45% to \$1.45 billion. Fourth quarter revenues declined 13% to \$573 million.



Eagle Platforms scammed

UK based rental company Eagle Platforms has been scammed by a group of criminals posing as a blue chip building company. They opened an account with all paperwork - bank details, insurance policies and references - but stopped paying and stole much of the equipment. The total cost of the fraud, including legal fees is estimated at around £750,000. Eagle worked with the police but discovered that fraud is not covered in regular rental company insurance policies! And the credit insurance cover it took out was null & void as the equipment had not been supplied to the real company the insurance covered!



Mixed result for Haulotte

Haulotte revenues plunged 17% in 2024 to €634 million after a record year in 2023. The fourth quarter revenues were 37% lower at €128 million. New equipment sales fell 20% to €536 million, rental fell 11% to €21 million, while parts & service revenues improved 9% to €77 million. Pre-tax profits soared from €1 million in 2023 to €19 million in 2024, thanks to a massive drop in the cost of sales and lower exchange losses or write offs.



Snorkel slips back

Snorkel posted its nine month results with total revenues down 5.4% to \$137.3 million. Margins were also badly hit, leading to a pre-tax loss of \$2.76 million, compared to last year's profit of \$1.7 million.

Mixed year for Manitowoc

Crane group Manitowoc - Grove, MGX, National Crane & Potain - saw 2024 revenues slip 2.2% to \$2.18 billion, while pre-tax profits plummeted 73.5% to \$11.7 million. The year end order book was 29% lower at \$650.2 million, fourth quarter order intake increased 8.4% to \$515.6 million and pre-tax profit jumped from a \$1.9 million loss to a \$9.4 million profit.



Stable year for Hiab

Loader crane manufacturer Hiab saw full year revenues fall 8% to €1.65 billion, with order intake improving 3% to €1.51 billion leaving the order book 19% lower at €648 million. Pre-tax profit increased 4% to €213.4 million.

Solid year for Herc

Herc Rentals revenues in 2024 were 9% higher at \$3.57 billion, partly due to nine acquisitions which added 28 locations, as well as 3.2% improvement in rental rates and higher utilisation. Pre-tax profit plunged 35% to \$211 million mostly due to a \$194 million write down of Cinelease assets.



Flat for Ashtead/Sunbelt

UK based rental group Ashtead, owner of Sunbelt in the USA, Canada and UK, reported 2024 revenues of \$8.26 billion, with rental revenues up 5% while used equipment sales halved. Pre-tax profits declined five percent to \$1.61 billion,

due to higher depreciation and interest costs. US revenues were lower at \$7.05 billion, operating profit was down 4% at \$1.99 billion. Canadian revenues were \$529.6 million with operating profit up 29% at \$100.7 million. UK revenues were up 4% at \$686.3 million with operating profit up 7.5% at \$55.7 million



Palfinger dips

Palfinger posted 2024 revenues of €2.36 billion, down 3.5% while pre-tax profit plunged 18.2% to €142 million. Fourth quarter revenues were 4% lower at €615 million although order intake picked up strongly.



Wilkerson Crane acquires Ideal

US based Wilkerson Crane Rental has acquired St Joseph, Missouri based Ideal Crane from owners Chad and Kelly Duncan, who will remain on board. Ideal Crane was established over 40 years ago and runs a fleet of cranes up to 200 tonnes.



H&E acquisition

At the start of February United Rentals announced that it was acquiring H&E Equipment for \$92 a share, within two weeks it was outbid by Herc Rentals at \$104.89 a share. United decided to pass and it looks as though Herc has won. H&E has annual revenues of \$1.52 billion.



Alimak acquires Camac

Swedish lifting equipment manufacturer Alimak has acquired Spanish mastclimber and hoist manufacturer Camac/Minor Hoists. Barcelona based Camac was established in the 1960s and produces mastclimbers along with rope and rack & pinion hoists.



Berlin acquisition for Gerken

German access rental company Gerken has acquired the aerial lift division of Tila Easy-Lift in Berlin. It includes two depots in Berlin - Neukölln and Marzahn - and a fleet of platforms with working heights from 16 to 30 metres.

IPAF SUMMIT 2025

This year's IPAF Summit was held in Dublin, Ireland with more than 500 attending - a new record. IPAF chief executive Peter Douglas opened proceedings and was followed by eight presentations covering themes on sustainability and achieving excellence together with a mastclimber and federation update.

During the evening IAPA awards dinner, the Lifetime Achievement award was presented to industry veteran Frank Huish who retired almost 25 years ago. He not only built Instant Zip Up into a successful sales and rental company introducing a large number of general rental companies to aerial lifts while also supplying most specialists, but he also instigated the first aerial lift operator training programme which he then persuaded IPAF to adopt and the IPAF Pal card was born.



Frank Huish
with his award



He was also instrumental in the formation of the Federation and went on to train and mentor a generation of UK access rental entrepreneurs and managers.

The other awards winners included:

Access Rental Company of the Year
GTAccess in the UK

Contribution to Safe Working at Height

Sunbelt Rentals - Safety initiatives

The Sustainability Award

Mills - B Corp certification - Brazil

Digital Development Award

Sunbelt Rentals - Apps

Equality, Diversity & Inclusion (EDI)

Ammec Comercial - Mexico

IAPA Innovative Technology Prize

Modern Access & Scaffolding - sMart

Xensor - Singapore

IPAF Training Centre of the Year

HSS Training - UK

IPAF Training Instructor of the Year

Shaikha Mahfoudh - Dayim Equipment Rental - Saudi Arabia

Product of the Year - Mast climbers/Hoists

Geda - ZZP F

Product of the Year - Scissor Lifts & Vertical Masts

Skyjack - SJ3219 Micro

Product of the Year - Self Propelled Booms & Atrium Lifts

Niftylift - HR22 SE - All-Electric/Hydrogen telescopic boom lift

Product of the Year - Vehicle/trailer mounted

Aldercote - Jack-less Transit Conversion

IPAF Summit 2026

Next year's Summit will be held in Istanbul, Turkey. The dates have yet to be confirmed.



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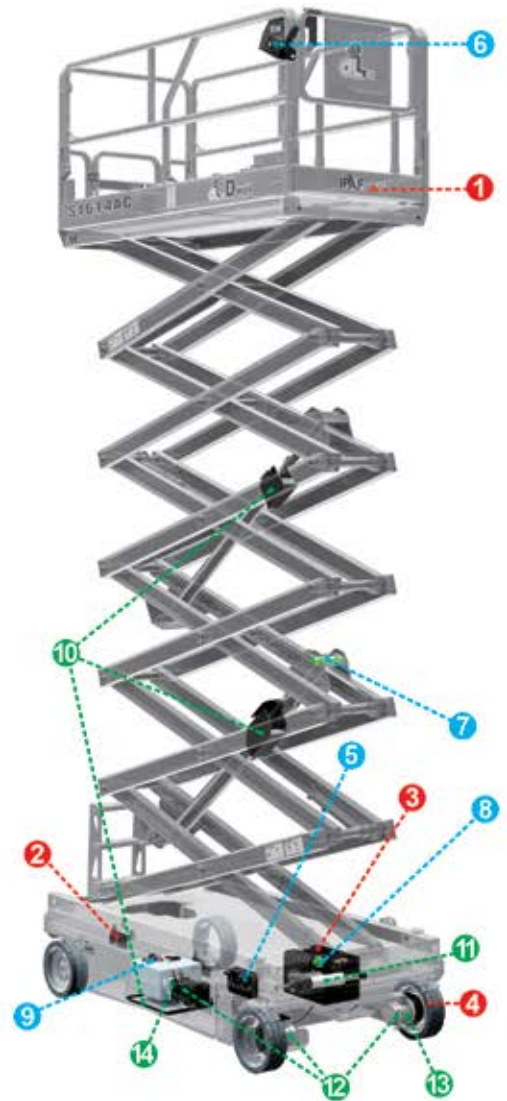


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- 12 **Gravity Down Energy Recovery System**
Battery charge regeneration during platform descent
- 13 **Highest Efficiency Electric Drive System**
15% decrease in energy consumption and higher power density
- 14 **Highest Efficiency Electric Lift Pump System**
20% decrease in energy consumption and higher power density



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Working Height	8m	8m	10m	10m	12m	14m	16m	16m
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NEWS HIGHLIGHTS

- Belgium's **Neargrid** has promoted **Gil De Backer** to general manager
- Poland's **Pazola** has taken a 300t **Liebherr** LTM 1300-6.3
- UK's **McGovern Crane Hire** has taken a 6t **Böcker** AK46/6000
- Austria's **Laa an der Thaya** has added a 22.2m **Multitel** MT222
- Germany's **Wilhelm Bruns** has added 100t and 250t **Grove** ATs
- UK's **Star Platforms** has doubled its Warrington depot
- Link-Belt** has appointed **Gary Lane** as marketing VP
- Electroelsa** has appointed **Burkowski** as its German distributor
- UK crane veteran **Barry Jack Barnes** has died
- Böcker** has opened a new branch in Burghaslach, Germany
- UK's **Tracked Access** has taken three **Hinowa** spider lifts
- Aldercote** has recruited **Mark Tooley** to its sales team
- UK's **King Lifting** has taken a second 700t **Liebherr** LTM 1650-8.1
- Potain** has appointed **Europa Infrastructure** as its dealer in Kenya
- Italy's **Fratelli Boscaro** has taken five **Multitel** truck mounts
- Austria's **Felbermayr** has ordered 300 **Magni** telehandlers and lifts
- George Landsberg** has joined South Africa's **Kwick Access** as chairman
- UK's **GTAccess** has promoted **Oliver Humphreys** to compliance manager
- Italy's **Vernazza** has taken a 60t **Sany** SAC600E
- Germany's **Hundrup** has taken a 52m **Palazzani** XTJ 52+ spider lift
- Lift-Tex** has appointed **Hendrik Veder** as UK distributor
- Germany's **Kranlogistik** has added 60t and 80t **Grove** ATs
- UK's **Berry Cranes** has taken a 6t **Böcker** AK 48
- Germany's **Meerkötter** has joined **Partnerlift**
- Australia's **Universal** has taken a 1,200t **Liebherr** LTR 11200
- Italy's **Comet** has appointed **Antonio Micacchioni** as aftersales manager
- Germany's **Maximum** has taken a 150t **Grove** GMK5150L-1
- UK's **Pewag** has merged its UK operations
- JLG** has appointed **Beuthauser** as dealer for Eastern Bavaria
- UK's **Ellevo** and **Petrofac Qatar** have established a JV
- Terex Franna** has launched the 17t FR19 US in North America
- Cobra UK** has taken the first **Aconda** 4000 Pro electric carrier
- Germany's **Krösche** has taken three 45t **Liebherr** truck cranes
- Link-Belt's** **Bill Stramer** retires in June
- In the UK **Gap Hire** has taken 30 **Geda** 1500Z/P hoists
- UK based **Pulse Hire** has taken a 60ft **Dingli** BA20CERT2
- UK's **Tracked Carriers** is now **Aconda Industrial Carriers**
- Sumner Lift** has appointed Spain's **Small Lift** as European distributor
- Dinolift** has appointed **Petter Rönnlöf** as CEO
- NCCCO** has launched an online crane safety tool
- Germany's **Josef Pohl** has taken an 80t **Grove** GMK4080L
- Germany's **BKL** has taken a 2.5t **Cattaneo** CM 301
- Northern Ireland's **McKinty** has added two **JCB** hybrid booms



Gil De Backer



Gary Lane



Mark Tooley



Oliver Humphreys



Antonio Micacchioni



Bill Stramer



Petter Rönnlöf

- Germany's **MSG** has received its 46th **Grove**, a 250t GMK5250XL-1
- Germany's **Hatz** has appointed **Robert Hafpelmeier** as CFO
- Empire Energy** has formed an alliance with Australia's **Boom Logistics**
- UK's **One Fifty** has taken a 35m **Multitel** MZ350
- Sarens PSG** in Scotland has taken a 250t **Liebherr** LTM 1250-5.1
- TVH Americas** has opened a 4,500 sq m distribution centre in Reno, Texas
- JLG** has promoted **Jonathan Dawson, Ian Hume** and **Amadeus Bissot**
- Germany's **Stapler Service** has taken the first **Genie** GS-2632 E-Drive
- Belgium's **EQOS** has taken a 23m **Ruthmann** TBR 230
- Fassi** has agreed a fossil free steel deal with **SSAB**
- UK's **Flegg Projects** is to work with **Forklift Exchange**
- Brazil's **WVN Guindastes** has taken a 500t **Liebherr** LTM 1500-8.1
- Ireland's **Liffey** has purchased three **Unic** spider cranes
- US's **Dica** has appointed **Matt Sargent** as CFO
- Zoomlion** is to open a Hungarian plant
- BoSS** has launched the QuickPod 1500 platform
- Spain's **Homs** has taken 17 **Snorkel** platforms
- UK's **Dewsbury & Proud** has added a third **Grove** crane
- Link-Belt** has promoted **Michael Dawson** to crawler crane manager
- Italian crane pioneer **Carlo Locatelli** has died
- Genie** has appointed **Tecno Gru** and **Elevateur** as Italian distributors
- UK's **Ainscough** has acquired **Flegg Projects**
- Magni** has appointed **BGU** as a dealer in North Bavaria
- UK's **DLH** has taken 230t **Liebherr** LTM 1230-5.1
- Germany's **Meyerlift** has purchased a 135ft **Genie** SX-135 XC
- JLG** Europe has promoted **David Courtin** to general manager after sales
- Germany's **Schulz** has taken a 450t **Liebherr**
- UK's **Southern Crane & Access** has added a third **Hoefflon** C10e
- Geda** has opened a new administration building
- Boels** has ordered 700 **JCB** machines
- Angola's **Casais** has taken a 50t **Liebherr** LTM 1050-3.1
- Magni** has added new distributors in Spain and Portugal
- Brazil's **Milplan** has taken a 130t **Liebherr** LRT 1130-2.1
- OTR** has introduced a new telehandler tyre
- Manitou UK** has appointed **Phil Graysmark** as access sales manager
- JLG** has launched an Aviation Pack for its ES2646
- Atlas** has appointed **Bowman Africa** as South African distributor
- Welsh company **RRC** has taken a 150t **Liebherr** LTM 1150-5.3
- Germany's **Luibl** has opened a Southwest depot
- Columbus **McKinnon** is to acquire **Kito Crosby**
- Ireland's **CPH** has taken a number of **Axolift** P300s
- Ireland's **M.R. Concrete** has taken a 300t **Liebherr** LTM 1300-6.3
- APS** has appointed **Tony Campana** as northern sales manager



Robert Hafpelmeier



Ian Hume



Amadeus Bissot



Matt Sargent



Michael Dawson



David Courtin



Phil Graysmark



Tony Campana

- Tadano** has appointed **Danilo Ettlich** as German sales manager
- Dutch company **Saan** has taken three **Spierings** eLift cranes
- Nederhoff** has taken the first **Klaas** K950LEX
- Magni** has appointed **New Tec** as a US dealer
- Italy's **Faresin** has signed an OEM supply deal with Germany's **Zepplin**
- US crane company **JJ Curran** has celebrated 75 years in business
- Canada's **Cooper** has acquired **Rent All Centre/Skyhigh Platforms** and **Big Stick Rentals**
- Link-Belt** has promoted **Brian Elkins** to major accounts manager
- UK's **Clear View** has added a 104m **Bronto** S104HLA
- Netherlands' **Mobilis** has taken an 80t **Sany** electric crawler
- Multitel** has shipped its 1,000th 20m MXE 200 truck mount
- R.W. Christopher** has taken a 90t **Liebherr** LTM 1090-4.2
- Falcon Crane** in the UK has taken four 24t **Jaso** J390s
- MGX** has acquired **Ring Power**
- Kiloutou** has appointed **Elie Hajjar** as sustainable development director and **Linda Vila** as sales director
- Germany's **Jost** has acquired **Hyva group**
- UK's **Wire** has taken two 3.2t **Jekko** SPX532s
- United Rentals** has acquired **HR2 High Reach**
- Germany's **Henneberger** has added a 300t **Liebherr** LTM 1300-6.3
- Haulotte** has introduced the AAM security system
- UK's **Vp** has appointed **Richard Smith** as a non-executive director
- Germany's **Hopp und Hoch** has taken a 21m **Socage Raptor**
- Van der Grift** has taken a 30m **Ruthmann** TB 300
- UK's **Thanet** has added a second 40t **Liebherr** LTM 1040-2.1
- Sarens PNG** has purchased a 25t **Terex** Mac 25
- Palazzani** has appointed **Claudio Teoldi** as export director
- Singapore's **Sin Heng** has purchased its 600th **Kobelco** crawler
- Brazil's **Guindastes** has taken its first **Liccon3** LTM 1110-5.2
- France's **Sueur** has taken two **Tadano** AS-15MC boom lifts
- US's **Sunstate** has appointed **Norty Turner** as CEO
- Germany's **Dornseiff** has opened in Haiger
- Sarens** has agreed partnerships with four **Indian** crane companies
- UK's **Training Plus** opens a Scottish centre
- CTE** has appointed **Vermeer Midwest** as a US dealer
- PB** has appointed **Carmine Gibilisco** as N.American sales director
- Sunstate USA** has acquired **AJ Rental Dallas**
- Texas based **S.F.E.** has acquired **Sumner Lift**
- Alimak** has acquired Spain's **Camac**
- MEC** has added **Brian MacFarland, Kyle Waller** and **Dave Baxter** to its management team



Danilo Ettlich



Brian Elkins



Elie Hajjar



Linda Vila



Richard Smith



Claudio Teoldi



Norty Turner



Carmine Gibilisco



Brian MacFarland



Kyle Waller



Dave Baxter

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Genie S-85 XC E

NEW BOOMS ON THE RISE

The advantage of having an equipment feature just before Bauma is the number of new launches planned for the show. This is particularly true for boom lifts with numerous new models due to be unveiled. Several manufacturers also launched products at the ARA show in Las Vegas at the end of January and there has also been a steady stream of new launches over the past 12 months.

While there are plenty of new products to speak of, the main themes from last year's feature - the growing dominance of Chinese built platforms and the ongoing uptake of all electric booms - have not changed. Neither has the number of incidents involving boom lifts - mainly overturns, electrocution, and being thrown from the platform. This is particularly frustrating given that using an aerial work platform is generally one of the safest ways to work at height.

SAFETY SYSTEMS

The wearing of a harness with a short lanyard attached should eliminate the risk of being thrown out. Several safety systems are now on the market, including Haulotte's Fastn, Nationwide Platforms' Harness On, while last year Niftylift introduced its ClipOn harness attachment sensor, rolling it out across its entire boom lift range. Working in a similar way to a car seatbelt alarm, the system activates when the key switch is turned on and if the operator has not attached his lanyard and attempts to move the machine, bright red LEDs above each connection point and a loud alarm sounds. Once the harness is properly attached, the LEDs turn green, and the alarm stops. The system also includes LEDs under the platform floor that indicate to those on the ground if the operator has attached their harness or not. The device can also be retrofitted to older Niftylift platforms.

CHINESE BECOMING DOMINANT

The other trend that has not abated is the growth in market share seen by Chinese manufacturers - possibly helped by some North American manufacturers seeming to be focusing more on their domestic market, a

trend which began during the pandemic when Chinese manufacturers began to push more into international markets.

If there is one thing the Chinese companies can do well, it is manufacture in quantity. There are now a handful of truly international Chinese aerial work platform manufacturers able to produce high quality equipment and in volumes not seen before, thanks to massive investment in huge, state of the art automated facilities, with large research and development teams, thanks to the availability of large numbers of highly skilled engineers. These have resulted in good quality, top spec products that are held in stock locally, and often sold at attractive prices. The investment is also being made in upgrading their support services.

FIGHTING BACK?

Given the size of the onslaught, European and North American companies have fought back through government intervention in the form of anti-dumping investigations and tariffs. In Europe this was instigated by the 'Coalition to Restore a Level Playing Field in the EU Mobile Access Equipment Sector' - essentially Haulotte and Manitou - which resulted in the European Union applying tariffs based on the results of its investigations. They range from 22.5 to 49.3 percent and were due to come into force in early January.

As far as we are aware, no price changes have occurred to Chinese booms sold in the UK and possibly Europe...yet. Some have raised a few interesting points regarding the tariffs... Are used machines subject to the same tariffs and when does a new machine become used... one hour, five hours, 50 hours run time?



The harness
must be
correctly
attached for
the light to
turn green



LEDs can also be seen under the basket

The EU investigation followed a similar path to the one in the USA in 2021 when the 'Coalition of American Manufacturers of Mobile Access Equipment' - JLG and Genie - petitioned the US government to investigate similar concerns. Tariffs were applied across the board and JLG and Genie both manufacture products in China both companies also faced tariffs. The end result was that several Chinese companies then opened manufacturing facilities in Mexico and thereby avoided the additional costs. All this is up for grabs again though as Donald Trump wages a new tariff war without bothering with any investigations. But given their high manufacturing volumes and a slowing home market Chinese access equipment companies are driven to expand sales internationally. The swing towards the East is likely to be clearly seen at Bauma.

BOOM LIFTS



The 12 metre working height Mote Lift ABL12 has 6.7 metres of outreach

NEW ENTRANT

Despite the vast amount of aerial work platform production capacity, a new Turkish entrant called Mote Lift has launched six new platforms - three articulated boom lifts and three slab scissors - which will be launched internationally at Bauma.

The company - based in the province of Eskişehir in Central Anatolia - was set up in March and is a subsidiary of major construction and agricultural equipment manufacturer and freelance fabrication business Hisarlar. Established in 1974 it initially manufactured tractor cabs, but now focuses on producing agricultural implements, rail cars and 4x4 off-road vehicles as well as fabrications for other construction equipment manufacturers along with defence and rail industries. It currently employs around 600 in three production facilities - two in Turkey and one in Stuttgart, Germany - with a combined surface area of 148,000 square metres.

The first three articulated boom lifts include the 33ft ABL12, the 40ft ABL14 and the 46ft ABL16 with working heights of 12, 14 and 16 metres and outreaches of 6.7 metres, 7.7 metres and 8.7 metres - all with a 230kg platform capacity.



The 16 metre Mote Lift ABL 16

All are available with diesel or 4x4 lithium-ion electric power and utilise dual sigma type risers, two section booms and jibs with 140 degrees of articulation. All are two metres wide with overall weights from 4,600kg to 6,200kg.

The company says that four years of development work has gone into the new machines, which include the 'latest technology and developments' and have been certified by the Turkish office of TÜV Austria. It will be interesting to see them in the iron in Munich.

TADANO CE TRACKED BOOMS

An existing manufacturer with a new range of lifts is Japanese crane company Tadano

and follows its acquisition of tracked boom manufacturer Nagano at the end of 2023. The Nagano units have been tweaked and rebranded as Tadano, with an official launch at Bauma, although platforms are already being shipped.

Tadano will sell six tracked boom lifts in Europe, two articulated and four telescopic. There will be two versions of the 22ft articulated Nagano 09 - the Tadano AA-9MC and the all-electric Tadano eAA-9MC - with working heights of 8.8 metres and weighing around 2,620kg.



The Nagano 09AC in Tadano clothing with the new name AA-9MC

The four telescopic models include the 32ft AS-12MC with an 11.7 metre working height, the new 42ft AS-15MC with a 14.6 metre working height and dual platform capacity, the 42ft AS-15MCJ with an articulating jib for a 14.8 metre working height and the AS-20MC, a 58ft telescopic boom lift with rising boom pivot point and a working height of 19.7 metres.

Nagano was formed in 1968 as Nagano Kogyu producing electrical components and mini tracked excavators. It began manufacturing a few telescopic boom lifts in 1984 but for many years most of its production was for other companies such as Aichi and tracked carriers for Marooka. Prior to the acquisition it produced a small range of tracked



The Tadano AS-20MC

boom lifts with revenues of around \$40 million. Tadano is also a leading aerial lift manufacturer in Japan with a 30 percent share of the truck mounted market. While Tadano has had a few issues with the integration of Demag, Nagano's high product quality and similar culture should make the amalgamation relatively straight forward.

Nagano has been acquired twice before in recent years, Chinese manufacturer JCHI (Beijing JingCheng Heavy Industry) in 2012 - which was not a marriage made in heaven - and then by Japanese venture capital company Jafco in 2019.

FIRST STRAIGHT NIFTY

In the UK Niftylift introduced its first telescopic boom lift at Vertical Days last September. Although the UK market for telescopic boom lifts is not large, Niftylift is aiming the 65ft all-electric HR22SE at North America and other European markets with the first production machines shipping from its Milton Keynes facility in January. The lift features a three section telescopic boom topped by a jib with 150 degrees of articulation for a working height of 21.7 metres. Maximum outreach is 18.8 metres with 280kg unrestricted platform capacity. Overall width is 2.49 metres although tail swing is just 550mm. The overall height is 2.7 metres and stowed length just over nine metres which can be reduced to 7.2 metres with the jib tucked under. The lift weighs just 9,980kg. The HR22SE significantly outperforms many others in terms of outreach, weight and dimensions, as can be seen from the comparison below.



Niftylift's first telescopic boom - the 65ft all electric HR22SE

Outreach is as good or better, while it is at least 1,432kg lighter than its nearest competitor - the Genie S65. Remember that the Niftylift is an all-electric machine which can often be heavier than the equivalent diesel. The HR22SE's unrestricted capacity of 280kg is however on the low side, with Dingli leading the pack with a whopping 454kg.

Nifty HR22SE versus the competition

Make Model	Niftylift HR22SE	JLG 660SJ	Genie S65 XC	Dingli BT22ERT	LGMG T22JE	Sinoboom TB20J Plus
Working height	22.7m	22.02m	21.81m	22.51m	23.8m	22.0m
Max outreach	18.8m	17.4m	16.51m	17.28m	16.6m	16.1m
Capacity unrestricted	280kg	249kg	300kg	454kg	300kg	300kg
Width	2.49m	2.48m	2.49m	2.5m	2.5m	2.49m
Height	2.7m	2.58m	2.81m	2.65m	2.88m	2.79m
Length	9.09m	10.01m	9.76m	10.36m	11.0m	9.99m
Length stowed	7.2m	N/A	7.8m	10.16m	9.03m	8.12m
Weight	9,980kg	11,494kg	11,412kg	13,200kg	12,300kg	11,900kg
Power	Electric Hydrogen	Diesel	Diesel	Electric	Electric	Diesel



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BOOM LIFTS



The system uses a neat replaceable G20 hydrogen gas cylinder



The Nifty HR22SE

BEST IN CLASS

One feature that only the HR22SE has is the option of hydrogen power. Although the power source is still in its infancy, the boom lift can be equipped with Niftylift's hydrogen fuel cell that was developed with lead customer Speedy Hire in 2023. The system uses a neat replaceable G20 hydrogen gas cylinder, and feedback suggests that the unit can work for up to five days on a single charge of its 48 volt/400Ah AGM maintenance free battery pack. The fuel cell can be set to constantly top up the battery pack or do a full recharge. What it does mean is that the unit can run at least a couple of weeks without requiring an external power source.

Both upper and lower controls feature a 4.3 inch display screen with information on machine status. Standard features include Niftylift's SiOPS secondary guarding system, Niftylink telematics and an onboard 60 Amp charger. Options include its 'ClipOn' harness/lanyard attachment detector.

BIG ARTICULATED LIFTS

Some Chinese manufacturers have been fighting it out in the rarified big boom market. Over the past year or so both XCMG and Zoomlion have been chasing the top end record, adding 70 metre mega booms to their portfolios. However, most of the growth has occurred in the more everyday big boom sector, often with hybrid and electric versions.

From recent new model launches, it would appear that the Chinese manufacturers are targeting areas where North American and European manufacturers have an offering but there are few alternatives, such as boom lifts with working heights ranging up to 45 metres.

In mid-2024 Dingli launched three new articulated boom lifts - the 112ft BA36T, the 128ft BA41RT and the 138ft BA44RT. In this category only three products have been competitive, the 135ft Genie ZX 135/70, JLG's 1250AJP and the Haulotte HA41RTJ. Zoomlion has the lower end 105ft ZA32J which does fill the gap between 86ft and 130ft models, while more recently XCMG launched a CE version of its 125ft all electric XGS40ACK.

Sinoboom has also completed the design, test and build schedule for the CE version of its even larger 153ft AB46RJ articulated boom lift taking on the likes of Genie's SX 150 and JLG's 1500AJP.

DINGLI TRIO?

Why Dingli launched three models in this category, rather than just the BA44RT is related to its new 'modular architecture' and high tech

All three Dingli models have three section upper and lower booms topped by a jib



manufacturing facility which makes it just as easy to offer three models as one, providing buyers with more alternatives.

The vast majority of structural elements and componentry is identical, in the same way as Dingli's BT straight telescopic range. They all employ twin telescopic booms, a three section lower boom, three section top boom and an articulated jib. The main differences are the length of the upper and lower boom sections, which also provide a little more up & over height and outreach.

All units have an unrestricted/maximum platform capacity of 272kg, standard four wheel drive and four wheel steer, secondary guarding, power to the platform and telematics. They also offer decent below ground reach, ranging from six to 9.65 metres.

The first units off the line are diesel powered with all-electric and hybrid power packs becoming available. When it comes to transport, the jib tucks under without increasing the overall height, while the overall lengths are all less than 12 metres, which means they can be transported on a standard trailer or in a shipping container.



As with competitors in this category - Genie, Haulotte and JLG - the new Dingli models feature swing out 'axles'/chassis frames which extend the working width while reducing the wheelbase/chassis length. Dingli's is slightly different in that they use its patented 'One-click' system allowing the width to be changed without needing to drive forward or backwards.

NARROW BOOMS

Dingli has also announced two new 1.5 metre wide, narrow aisle articulated electric boom lifts - the 44ft BA15NE and 49ft BA17NE - with working heights of 15.5 and 17 metres respectively. Transport length with the jib tucked

The new Dingli models specifications alongside main competitors

Make Model	Dingli BA36RT	Dingli BA41RT	Dingli BA44RT	JLG 1250AJP	Genie ZX-135/70	Haulotte HA41RTJ
Working height	36.2m	41.08m	44.06m	40.3m	43.15m	41.5m
Outreach	19.2m	19.86m	22.97m	19.25m	21.26m	20.1m
Jib articulation	226°	226°	226°	130°	110°	140°
Capacity maximum	272kg	272kg	272kg	450kg	272kg	230kg
Cap. @ full outreach	272kg	272kg	272kg	230kg	272kg	230kg
Up & over height	15.75m	18.8m	18.8m	18.3m	22.7m	17.1m
Below ground reach	6m	8m	9.645m	4m	4.9m	1.5m
Total weight	22,070kg	23,684kg	23,866kg	23,684kg	21,092kg	23,900kg
OAW stowed	2.44m	2.44m	2.44m	2.49m	2.49m	2.53m
OAW working	4.17m	4.17m	4.17m	4.17m	3.94m	3.3m
OAL stowed	11.91m	11.95m	11.97m	11.46m	12.93m	13.1m
OAH stowed	3.03m	3.1m	3.1m	3.05m	3.09m	2.99m
Power	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel

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BOOM LIFTS



The new Dingli BA17NE

under is 5.06 metres, with an overall height just over two metres. Total weight is 7,580kg on the BA15 and 7,950kg for the BA17.

The new models look very much like the Niftylift models with almost the same nomenclature, with classic sigma type dual risers, two section telescopic boom and jib with 130 degrees of articulation. Outreach for both is 9.7 metres at an up & over height of 5.5 metres on the BA15 and seven metres on the BA17 - the difference being the length of the riser arms. Maximum unrestricted platform capacity is 225kg. Both also feature zero tailswing with the risers fully contained within the machine width when fully raised. The standard unit is two wheel drive and steer however a four wheel drive and four wheel steer version will apparently be available later. Power is supplied by a 48 volt, 300Ah battery pack which combined with AC electric motors allows the unit to work at least a full shift or considerably longer.



Working outreach is 9.7m

FIRST CE 153FT SINOBOOM

The new CE version of Sinoboom's 153ft AB46RJ articulated boom lift goes head to head with well established models from Genie and JLG. The company introduced the AB46 in 2019 and over the past year or two has delivered units in Russia, Singapore, India and Australia.

This year Sinoboom engineers have added an EU Stage V diesel and a number of other improvements including switching from all steel superstructure covers to a lighter heavy duty composite material.



Sinoboom AB46RJ with standard rotating jib

Dingli BA15 and BA17 compared to Nifty HR15 and HR17

Make Model	Dingli BA15NE	Niftylift Nifty HR15N	Dingli BA17NE	Niftylift HR17N
Working height	15.5m	15.5m	17.0m	1.07m
Outreach	9.7m	9.7m	9.7m	9.7m
Up & over clearance	5.5m	5.6m	7.0m	7.0m
Max platform capacity	225kg	225kg	225kg	225kg
Overall width	1.5m	1.5m	1.5m	1.5m
Overall height	2.07m	1.99m	2.07m	1.99m
Overall stowed length*	5.06m	4.93m	5.06m	4.93m
Total weight	7,580kg	7,250kg	7,950kg	7,780kg

*Jib tucked

The new machine, which weighs 27.3 tonnes, features a three section telescopic riser and three section top boom, plus an articulating jib with up to 150 degrees of rotation giving a maximum working height of 48.6 metres. Maximum outreach is 25.5 metres with 275kg unrestricted platform capacity reducing to just under 24 metres with the maximum capacity of 455kg, both at an up & over reach of around 19 metres. Sinoboom says it has secured a major order for the unit in the Middle East with more than 30 units delivered so far.



The new AB46RJ has a 48.6m working height

metres with 300kg in the basket although the maximum platform capacity of 460kg is available at a 19 metres outreach.

The all-electric power comes from an 80.5 volt, 604Ah lithium ion battery pack with four wheel drive and four wheel steer as standard. The overall width is 2.3 metres extending to just over four metres when working, while the overall stowed height is 2.8 metres and the overall stowed length just under 15 metres reducing to 11.8 metres for transport without increasing the overall height. Total weight is 21 tonnes.

The boom has very similar specifications to existing competitors. As a quick comparison, Genie's S125 has an almost identical working height, a better 24.4 metre outreach but with just 227kg in the platform. Jib articulation is 135 degrees, and overall weight is slightly lighter at 20.25 tonnes.

NEW 20M HYBRID

Another new XCMG model is the hybrid version of its 60ft XGA20H articulated boom lift.

Weighing 9,500kg the new lift features a classic sigma type dual riser topped by a two section telescopic boom and 1.85 metre jib with 135 degrees of articulation, providing a 20.18 metre working height. Maximum outreach is 11.14 metres with an unrestricted 320kg maximum platform capacity at an up & over height of 8.47 metres.

Power is derived from a 51 volt, 346Ah lithium ion battery pack powering a 48 volt system, with electric motor four wheel drive and four wheel steer as standard. The battery pack is said to be



XCMG has launched a CE marked hybrid version of its 60ft XGA20H articulated boom lift

XCMG CE VERSIONS

XCMG has launched CE versions of its articulated and telescopic booms in recent months. The first is the all-electric 125ft XGS40ACK Rough Terrain telescopic, which should be unveiled at Bauma. The non-CE version - the XGS40ACK-Li - has been available in China since late last year but differs significantly from the CE model.

The CE version has a maximum working height of 40.2 metres using a four section telescopic boom topped by a 2.44 metre jib with 130 degrees of articulation - 60 degrees below and 70 degrees above the horizontal. Maximum outreach is 22.5



XCMG's 125ft, all-electric XGS40ACK Rough Terrain telescopic

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BOOM LIFTS

good for up to five hours continuous operation, with a Kubota Stage V diesel topping up the battery pack to extend the working day or to recharge when no power outlet is available.

SKYJACK BOOMS GO ELECTRIC

A few years ago, Skyjack appeared to have the market - particularly larger scissor lifts - in the palm of its hand, but it has been slow to upgrade and introduce new machines. This is changing as highlighted by the launch last year of the all-electric versions of its 45ft and 60ft articulated Rough Terrain boom lifts, the SJ45 AJE + and SJ60 AJE +. Built in Hungary the new models were initially only available in Europe and Australia but are now available in the Asia-Pacific region.

Both units are essentially the same as the diesel powered + models but with the addition of

a large dual battery pack feeding an electric powered drive train and hydraulic system. The new booms have working heights of 15.72 and 20.29 metres respectively. The SJ45 has a 300kg unrestricted capacity with 7.62 metres working outreach at an up & over height of 7.45 metres. The SJ60 has a dual platform capacity of 300kg at the maximum outreach of 12.06 metres or 454kg at a working outreach of up to 9.25 metres at an up & over height of 8.31 metres. The overall weights are marginally higher than the diesels at 5,488kg and 8,888kg respectively.

The electric drive provides a slightly higher top travel speed at 4.8kph, as well as improved gradeability and braking. A HVO diesel hybrid version is planned for customers preferring a hybrid to a pure electric machine.

60FT JLG ELECTRIC

As well as unveiling several new booms at Bauma - including a new 45ft compact, a new



The new Skyjack simplified control box with indicator lights

US spec 65ft telescopic - JLG has also launched the 60ft all electric EC600AJ articulated boom lift for the North American market which should be in production this summer. With a 20.2 metre working height with dual platform capacity of 250kg/340kg the telescopic boom features a two section telescopic riser topped by a two section telescopic boom and jib with 130 degrees of articulation, and slew is limited to 400 degrees. Power comes from two 48 volt, 210Ah lithium ion batteries, driving four AC direct wheel drive motors with two wheel steering as standard and four wheel steer an option.



The new Skyjack SJ60 AJE + and the SJ45 AJE +



JLG's new 60ft all electric articulated boom lift for the North American market - the EC600AJ

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85FT ELECTRIC BOOMS FROM GENIE

Although Genie is not exhibiting at Bauma this year it introduced two new models at the ARA, including two all-new 85ft electric Rough Terrain telescopic boom lifts - S-85 XC E and the hybrid S-85 XC FE. Powered by 48 volt lithium-ion battery packs which are backed by a five year warranty, the spec includes four wheel drive and dual platform capacities of 300kg and 454kg.

As with the manufacturer's smaller E and FE booms, the new S-85s feature four independent brushless AC wheel drive motors and active oscillating axles. The rising pivot point, three section boom and articulating jib provide a 27.9 metre working height and up to 22.7 metres of outreach. Overall weight is 17.65 tonnes for the electric and just under 18 tonnes for the FE model.

Two battery sizes are available, with the larger XC battery pack in the electric E model. The larger battery is also an option on the FE which is equipped with a DPF-free engine/generator



Genie launched two all-new 85ft electric boom lifts - S-85 XC E and the hybrid S-85 XC FE - at the ARA

which can keep the battery pack topped up while working and complete a full work week on a single tank of fuel. It is also capable of recharging the battery in just 4.5 hours.

LACK OF INNOVATION?

Over the years, there have been many that have questioned the Chinese manufacturers' ability to innovate, citing that they merely copy existing designs. Ignoring the fact that a few Western access equipment manufacturers have also been guilty of blatantly copying their competitors, it would appear that the massive R&D budgets available to the Chinese companies is now starting to pay dividends both in a raft of new models and new features.

One recent example is a new boom lift steering system option from Sinoboom. Dubbed the 'Tank Turn' it is a form of skid steer which is in addition to the regular two wheel steering system, allowing the boom to turn on the spot giving it extraordinary control in tight spaces.



Sinoboom's 'Tank Turn' is a form of skid steer allowing it to turn on the spot



Sinoboom's Tank Turn switch

Introduced on the 53ft AB16EJ Plus electric articulated boom lift, the system is activated by a flick of a switch converting the machine from standard two wheel steer to 'Tank Turn'. Four independently controlled direct electric wheel drive motors counter rotate, allowing the machine to perform tighter turns than a four wheel steer model. The system is better suited to certain applications for example with non-marking tyres on a smooth, solid floor. However, it is likely to churn up softer ground, and with the wheels being pushed sideways rather than being turned it may add additional stresses to the steering and wheel components. ■



One of the very first Sinoboom AB46RJ

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BIG LIFT AT NSW BLAST FURNACE RELINE PROJECT

Planning for the relining of the No.6 Blast Furnace at Australian steel manufacturer BlueScope's Port Kembla Steelworks in Wollongong, New South Wales - 80km south of Sydney - began in 2022 when initial approvals were granted, with work starting in August and taking three years to complete.

One aspect of the project involved the removal of the 'downcomer', the large pipe that transports gas or steam from the top of the furnace to the lower levels where the reactions take place. The downcomer on this furnace is 54 metres long and has a total weight of around 170 tonnes. Once removed it was shipped off site for a complete overhaul and will then be reinstalled when completed.

To carry out this and other lifts BlueScope commissioned Marr Contracting which supplied its 330 tonne Favelle Favco M2480D heavy lift luffing jib tower crane. The crane was installed on an 85 metre tower installed on a 7.5 by 7.5 metre piled foundation and rigged with 94 metres of boom/luffing jib.

The crane lifted the pipe free from the furnace and lowered it to the ground where a 400 tonne Grove GMK6500-1 All Terrain crane was used to 'tail out' the load to the horizontal so that it could be placed on supports to be transported to the workshops for relining. The tower crane is also being used to carry out a number of other lifts typically averaging between 30 and 35 tonnes as well as plenty of day to day smaller lifts.

The downcomer lift was engineered and

planned by the BlueScope Reline Project team in collaboration with Marr, with the tower crane selected as a simpler and safer alternative to the traditional method of using a large heavy lift crawler crane, which it used on its No 5 furnace reline. It required a great deal more space and a good deal off complexity, all of which the company was keen to avoid on this more congested project.

Project director, Justin Reed said: "Marr's team have challenged our traditional thinking by enabling large sections of equipment that were previously maintained in situ to be lifted to ground for repairs or replacement."

"The capability and capacity of the M2480D is a true game changer for our project. At vertical industrial sites like a blast furnace, we have always wished there was a 'skyhook' that could deliver a lift at any point on the plant, and now we have a solution with significant lifting capacity."

Marr's managing director Simon Marr added: "By engaging us early in the planning stages, BlueScope's team unlocked the possibility to develop a simple solution that helped to reduce complexity and secure the tight construction program."

The Port Kembla Steelworks date back to 1926 when construction began. The first iron ore arrived in July 1928 aboard the BHP ship Iron Warrior, with the blast furnace fired up in August 1928. The plant was sufficiently successful that the owners shut down the blast furnace at the Lithgow steel plant north west of Sydney, with Port Kembla supplying it with its iron. Kembla eventually took over the entire steel making process and Lithgow was closed in 1931. The No 6BF was 'blown'/first fired up in May 1996.

BlueScope Steel came into being when BHP Billiton spun off its steel assets in July 2002, originally as BHP Steel, but was renamed BlueScope in November 2003 and is quoted on the Australian Stock Exchange (ASX). Today it is one of Australia's leading steel manufacturers and a global leader in finished and semi-finished steel products. The steelworks currently operates as an integrated iron and steel plant and is co-located with hot rolling mills for plate and coil with adjacent manufacturing facilities for cold rolling, coated products, flat products and welded beams

The refurbished downcomer will be reinstalled in another major lifting operation using Marr's M2480D later this year with 6BF due to be fully recommissioned by mid-2026.



FIRST ELECTRIC OFFSHORE GAS PLATFORM LOAD-OUT

The N05-A platform is the first offshore gas platform in the Dutch North Sea to be fully electrified, using an electric transformer powered entirely from the nearby 113MW Riffgat offshore wind farm, reducing carbon emissions by more than 85 percent. When fully operational the unmanned platform will also emit less noise and light pollution as well as minimising transport movements during operations.

The platform is part of the GEMS (Gateway to the Ems) project which began around six years ago, tasked with the development of gas fields including N05-A in the waters on the border of the Netherlands and Germany.

Mammoet was approached by HSM Offshore to load out two components - the 3,050 tonne N05-A topside and 3,150 tonne jacket - onto a barge at HSM's quayside fabrication facility in Schiedam, Rotterdam. The offshore shipping and installation were managed by One-Dyas, the owner of the platform.

ASSEMBLY AND WEIGHING

Mammoet's engineering solution allowed the jacket to be assembled more efficiently, close to its installation location and critically reduced the lead time for construction. The jacket was fabricated and assembled in two parts, so the first phase involved bringing them together. The top section of the jacket was raised using two sheerleg cranes, creating the space underneath for the bottom section to be driven under so that

the two parts could be joined.

Self-Propelled Modular Transporters (SPMTs) were positioned beneath the fully assembled structure so that it could be moved to quayside, where a Liebherr pedestal crane was installed using an All Terrain crane.

The team then used sixteen, 300 tonne load cells on the SPMT to confirm the final weights of each of the two structures along with their centre of gravity. The actual weights were very close to the original predictions.

SHIPPING SCHEDULE

One of the biggest challenges of the project was the load-out phase. Normally for loadouts of this type, a barge would receive either a topside or a jacket - not both together. However, for this project both structures needed to be loaded out onto the same vessel to shorten the overall schedule.

Due to the overall weight the barge had to be ballasted to keep it level with the quay as the



loads were driven aboard. This involved pumping water out of one side of the barge and pumping water into the other side. This was achieved using 20 ballast pumps which when running at the same time can pump 20 million litres of water an hour.

"The mooring was quite critical," said project manager Sven Segeren. "Normally, we would use a configuration of winches to moor and stabilise the vessel, but that wasn't possible because of the force of the considerable loads. The loads on the winches were too high and the bollards not strong enough, so a small spud leg barge was used to secure the vessel and keep it in position prior to, during and after load-out."

It took five days to prepare the main barge, while the load-out operation of the jacket foundation and topside was completed in just two days.



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BUILDING BRIDGES IN DROITWICH

Removing and installing canal footbridges is no easy task, with confined work areas due to obstacles such as trees and buildings. So, when contractor Griffiths Civil Engineering was tasked with replacing two aging bridges on the Droitwich Canals, near Worcester in the UK, they were obliged to make the lifts from the water and employed marine engineering and maintenance specialist The Rothen Group (TRG) to carry out the work.

Flowing through the spa town of the same name, the Droitwich Canals are thickly lined with trees and hedges. Reopened in 2011, the canals - consisting of the Droitwich Barge Canal and Droitwich Junction Canal - have become very popular with those wanting to navigate the picturesque Mid-Worcestershire Ring.

The canal's popularity requires regular upkeep including the two well used 18 metre long timber footbridges. The bridges span the Droitwich Canal and the River Salwarpe, connecting the main A38 road with a housing estate, with the King George Playing Fields in between.

TAKING DOWN THE TIMBER

Thomas Roberts, Griffiths site manager said: "Dismantling and replacing bridges is undoubtedly difficult and requires a lot of planning, especially when it crosses water and access is a challenge. There was no choice but to remove the old bridges from the canal itself, so we knew specialist equipment and knowledge would be needed."

Griffiths chose TRG for its experience and wide range of specialist equipment. It provided an eight metre jack up crane pontoon, equipped with an HMF articulated boom crane, capable of handling two tonnes at a 12 metres radius. The barge was also able to reach both bridges and the pontoon's jack legs helped create a stable base for carrying out the lifts.

"Dismantling the old bridges proved a challenge, as it quickly became apparent that the old wood had rotted," said founder Ian Rothen, "We were able to meet this challenge using scaffold towers mounted on the pontoon and extra slings to carry out the first stage of the work."

HELP FROM THE HOPPER

The old bridge sections and scrap material were loaded onto a 21 metre historic transport barge or hopper, for disposal off-site. This hopper was then used to bring in the new bridge spans. New ramps were also lifted into place followed by the handrails. The project took 11 weeks to complete, although the bridge installation lifts took just two days each.



"While we are known for traditional canal bridge lifts, these footbridges were some of the biggest we had ever erected," said Rothen. "Our largest boat is 21 metres, so considering the bridge spans were 18 metres long, the whole project was very tight. However, it was completed without a hitch."

At the end of last year TRG invested £500,000 to upgrade the cranes on 17 of its boats. Working with Danish loader crane manufacturer HMF, TRG added eight different sized cranes to its fleet, ranging from six tonne/metres to 50 tonne/metres.

The barge crane fleet is used for jobs such as bank protection, piling, dredging and changing lock gates, with more than 50 such projects completed over the past 12 months. The new loader cranes are equipped with clamshell attachments and remote controls, essential for lock gate installation.



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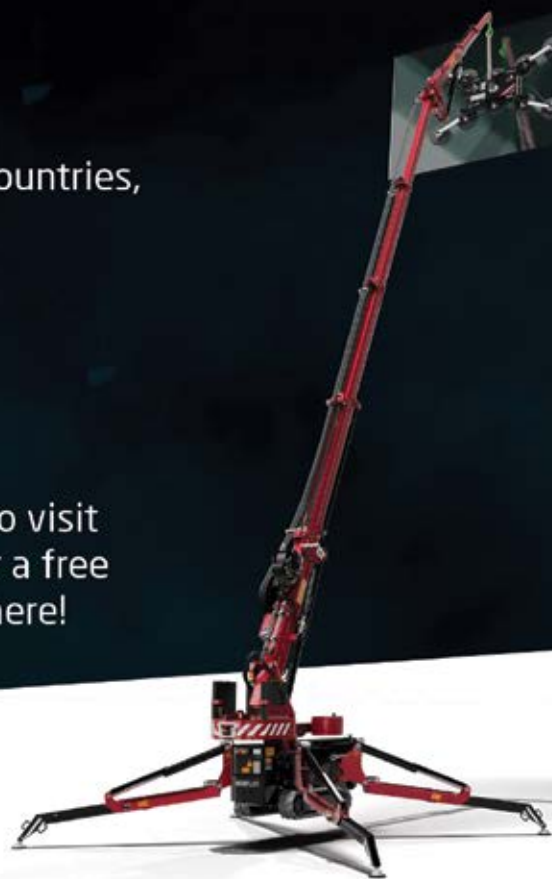
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Enerpac manufactures a wide range of alternative lifting equipment including hydraulic gantries, strand jacks, jack-up, skidding and trolley systems for heavy lift projects. The following projects used its cube jacks and the EVO synchronous jack-down system.

BOEKHORSTBRUG BRIDGE RENOVATION

Dutch infrastructure company Hollandia Services was tasked with the renovation of the aging Boekhorstbrug table bridge in the Hague, the Netherlands. The bridge had to be removed for the refurbishment work to be carried out away from the site in order to minimise disruption to the local community. The work included the complete replacement of its electrical and hydraulic systems as well as the road surface and paint finish.

Hollandia would normally have used an All Terrain or barge crane for this type of lift and move, however for this job, neither of these options were possible. Hollandia's solution therefore involved jacking up the 10.8 metre by 6.3 metre bridge using Enerpac cube jacks then driving a flatbed trailer equipped with a slew ring underneath. The bridge was then lowered onto the slew ring at a height of 2.3 metres, rotated 90 degrees, making it possible for the bridge to be transported by road through nearby residential areas to the wharf in Krimpen aan den IJssel.

"Our challenge was how to lift the bridge to a

height of three metres and lower it back down again in a short space of time and the Enerpac SCJ-100 cube jacks provided the perfect solution," said Emiel Maas of Hollandia Services.

The SCJ-Series cube jack uses a base lifting frame and self-aligning lightweight steel cribbing blocks to provide a high capacity and stable lift, offering a safer, more controlled and efficient alternative to climbing jacks with timber cribbing. The four cube jacks were connected together via a split flow pump to provide synchronous lifting and lowering of the bridge.

Bridge deck rotation completed, Enerpac cube jacks lower the bridge onto the flatbed trailer



"The cube jacks took just 20 minutes to jack up the bridge from a height of 750mm to almost three metres, and then lowered to 2.3 metre high ring. After rotating the bridge, the cube jacks were used to raise the bridge back up three metres, to rest on the stands on the trailer. For the reinstallation we simply reversed the process."

Photos: Woodside Energy

Enerpac cube jacks raise the bridge ready to be rotated on the slew ring



Using Enerpac cube jacks to reinstall the refurbished bridge



TRIPLE COMPRESSOR INSTALLATION

Three 3,000 tonne LG compressors have been installed at the Pluto LNG onshore facility near Karratha in Western Australia using an Enerpac EVO System. Alevro - a joint venture between Australian engineering services provider Monadelphous and Italian heavy lift specialist Fagioli - used the Enerpac system for the synchronous jack down of the three compressors.

Alevro transported the 3,600 tonne compressors - which measure 63 metres long by 30 metres wide and 30 metres high - from the quayside to the prepared on-site foundations using a 168 axle line SPMT (Self-Propelled Modular Transporter) using the Enerpac EVO System to lower them onto the foundations.

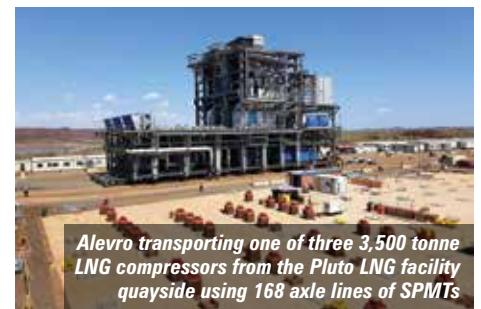
The sheer size and weight of compressors meant that detailed pre-planning was critical for the project. The site was prepared with a ground level concrete slab with an array of anchor points. 44 Enerpac climbing jacks were suitably positioned with each stack standing at 1.2 metres. The stacks were topped by 500mm of climbing jack frames, each holding Enerpac 250 tonne jacks. The entire jack-down process was powered by two Enerpac EVO power packs, each operating

24 jacks on 12 hydraulic lines with a power requirement of only 7.5kW. Custom designed frames were made for the jacking process in order to avoid clashes with the module structure.

Operations manager Massimiliano Vettrici said: "Testing the jack-down system was crucial in building confidence for the next stage of the compressor installation, where the Enerpac cylinders would bear the full weight of the compressor module. Additionally, we paid particular attention to module alignment while on SPMTs, as we did not anticipate any movement during the lowering phase, given the numerous jacking points."

"The load transfer from SPMTs to climbing jacks utilised the Enerpac EVO 'tilting mode' to align the module onto the SPMTs hydraulic bed. The entire jack-down operation went very smoothly. The successful installation of all compressor modules has now established the framework for future jack-downs."

When completed the facility will process gas from the Scarborough natural gas field located in the Carnarvon Basin 375km off the coast of Western Australia.



SARENS SGC-90 IN VIETNAM

Belgian heavy lift specialist Sarens' 1,650 tonne all electric SGC-90 heavy lift ring crane is working at the PTSC Yard in Vung Tau, Vietnam, where it is lifting and assembling 33 foundation jackets for offshore wind turbines on Taiwan's 900MW capacity Ørsted's Greater Changhua Offshore wind project in the Taiwan Strait.

The crane has been configured with a 130 metre boom to handle lower jacket sections weighing 540 tonnes and upper sections of 700 tonnes, carrying out two lifts per jacket. The multi legged steel structures will be installed on the seabed to support the wind turbines.



TANDEM BLADE REPLACEMENT LIFT

Crane and transport contractor Grúas Ibarrondo used two Liebherr All Terrain cranes - a 750 tonne LTM 1750-9.1 and the first 650 tonne LTM 1650-8.1 in the country - at the Experimental Cener-Alaiz wind farm in Navarra, Spain, to replace three rotor blades on a wind turbine.

The original blades from the SG 4.X turbine were 64.5 metres long and weighed 24 tonnes, while the new blades are 71.5 metres but lighter at 22.5 tonnes each. The cranes are working in tandem with hook heights of 130 metres and are part of preventative maintenance service contract.



MODULIFT AT HINKLEY POINT

Spreader beams from specialist lifting equipment manufacturer Modulift are being used to lift mechanical, electrical and HVAC components at Hinkley Point C nuclear power station in the UK.

In a recent operation carried out by MEH Alliance - responsible for managing the installation of mechanical, electrical, and HVAC systems on the project - a Modulift MOD 12 Spreader Beam was used to lift and position a 5.4 tonne cooling pump, a key component of the Reactor Cavity and Spent Fuel Pond Cooling System. The pump was hoisted and skated into its operational room, ready for installation.

The MOD 12 spreader beam can be configured for various spans, making it ideal for repetitive, but varying lifts. MEH Alliance is responsible for installing more than 4,870 items, 366km of pipework and 7,500km of electrical cabling at the power station.



DURHAM LIFTING ADDS MULTISECC BEAM

The UK's Durham Lifting has added a Multisecc Multi-Point 34T Heavy Lift Beam with a 34 tonne capacity and 10.5 metre span, to its rental fleet.

The beam has been designed to provide a versatile solution for a wide range of lifting applications. One of its main features is its ability to maintain full load capacity, even at 30 and 45 degree sling to vertical angles. The inclusion

of ISO 1328 compliant forklift pockets makes transportation and positioning on site simple and efficient. Designed with optimal lug spacing -150mm on heavy-duty beams and 250mm on lighter models - the Multisecc Multi-Point beams ensure even load distribution, reducing strain on lifting equipment while improving efficiency.

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www.liebherr.com/HC-LH

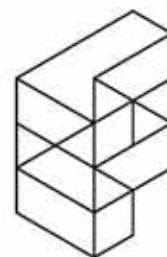
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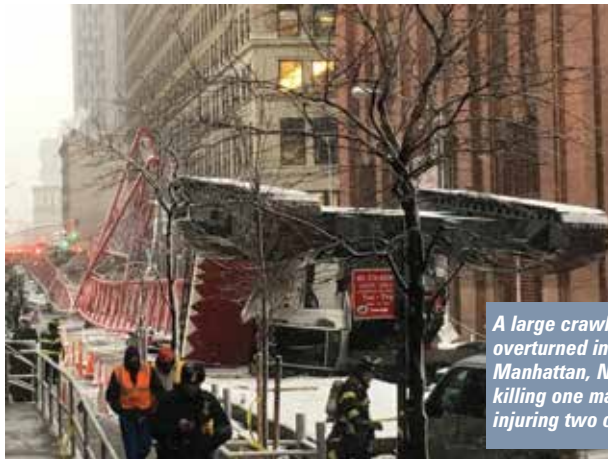
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A collapsed tower crane in Bremen, Germany during a storm with high winds



A large crawler crane overturned in Lower Manhattan, New York in 2016 killing one man and seriously injuring two others



A 650 tonne crawler crane overturned on a wind farm in Croatia due to 'hurricane force' winds

REDUCING WEATHER DOWNTIME COSTS?

The weather, and in particular high winds, can be highly disruptive to construction projects and pose risks to cranes and access equipment - particularly mastclimbers, hoists and scaffolding - all of which can lead to work stoppages, site closures and the postponement of specific jobs. Rental companies can find that contracts they had scheduled are cancelled at the last minute due to online forecasts, which can turn out to be false alarms disrupting work without need.

Confidence in weather reporting plays a crucial role in the scheduling and success of an outdoor project. Accurate forecasts allow managers to plan work efficiently and minimise weather related disruptions, enabling major lifts, work at height, concrete pouring and roofing work to be scheduled during favourable conditions, and alert them to bring long booms and jibs down, or fold self-erecting tower cranes before it becomes too wild to do so, thus reducing risks of accidents and damage.

Conversely, inaccurate forecasts can lead to premature shutdowns or unexpected weather events, causing delays and increased costs. Automated alerts and predictive analytics targeting local areas can really enhance decision making, ensuring that project managers can adapt quickly to changing conditions, maintaining safety and productivity.

Confidence in traditional weather forecasts is low because they are all too often inaccurate, at least at a local level. Weather systems are inherently chaotic, meaning even slight variations in conditions can dramatically alter the outcome. Forecasters have enough difficulty attaining accurate generic forecasts, let alone trying to predict what will happen at a specific location such as a construction site, and cannot account for site-specific influences like topography. This leads to further inaccuracies with predictions compared to observations, especially with wind.

Yes, there are numerous weather forecasts available on the television, radio and even Apps,

however while they may be reasonably accurate for a day or two, they are never precise enough when planning major infrastructure projects such as an intercity rail link or a nuclear power station. Delays due to the weather can result in massive cost and time implications.

PREDICTION GAMECHANGER

One company that has the statistics to back up its claims of being able to predict the weather better than anyone else is UK based MetSwift. The company has three main products including the only predictive weather model for one to 24 months ahead, and its recently launched HLP - Hyper-local Precision model - with onsite recording which dramatically increases accuracy for its one to 10 day forecasts. MetSwift claims that its proprietary weather models outperform existing solutions in more than 70 percent of scenarios and

that in a four year study of major cities across the world, MetSwift gave a more accurate 90 day forecast than AccuWeather for 91 percent of locations.

BUT WHY DOES ACCURATE WEATHER FORECASTING MATTER?

As we have already touched on, weather delays can significantly increase project costs due to additional labour expenses, extended equipment rentals, increased overhead costs, not to mention potentially huge penalties for missed deadlines. Depending on the type of project, estimates range from a few percent to as much as 30 percent of the total project cost, depending on the severity and duration of the weather events during the project. Conversely, there are big savings to be made from less downtime by having a more accurate forecast for your site or area.

Depending on the agreement, the contractor may be obliged to mitigate the impact of delays due to the weather and may include changing the order in which the works are carried out or speeding up the programme of works when the weather abates.

If more accurate weather forecasting is available, it allows it to postpone or reschedule work in advance of a predicted bad weather event. Major infrastructure projects that are, for example, heavily dependent on crane lifts need to know in advance when the probability of high winds are likely to occur so as to plan accordingly.

One contractor already using MetSwift is the Align Joint Venture carrying out the Colne Valley Viaduct stretch of the HS2 railway in West



Exceptionally high winds destroyed this large gantry crane at the Damen ship repair yard in Schiedam in the Netherlands



The Align Joint Venture - carrying out the Colne Valley Viaduct stretch of the HS2 railway in West London - is using MetSwift to plan its activities more efficiently



MetSwift is now used all the time for weather information on the Colne Valley Viaduct project

London. When completed the bridge will be 3.4km long with an overall weight of 116,000 tonnes making it the largest railway bridge in the UK and one of the largest single civil engineering works.

“The precision of MetSwift’s weather forecasts allows us to plan activities more efficiently, avoiding weather-related delays and disruptions,” said lifting manager David Hall. “This accuracy has translated into tangible cost reductions by minimising downtime and optimising resource allocation. Our investment in MetSwift is invaluable.”

GAINING CONFIDENCE

“For the first six months of working on the Colne Valley Viaduct section those involved used XC Weather and not our forecasts because as we were new, no one wanted to trust it,” says Tim Ryan of MetSwift. “However, if you speak to Dave Hall today he is 100 percent behind us. For example, if it is a Monday planning meeting and MetSwift says the weather is good to do a crane lift on Thursday, he will proceed based on our forecast even if XC Weather says it will not be possible. It has taken time to prove ourselves, but we are much more accurate than anything else in the market. This is because of the better data collection analysis and on the HS2 viaduct, the weather stations set up along the length of the project giving us daily localised data.”

IN THE BEGINNING...

In the early days MetSwift had no data on how accurate its predictions were, so it started recording and comparing them against two other weather programmes - XC Weather and the Global Forecasting System (GFS) provided by the NOAA American Met Office - to see which was more accurate and how they differed.

“For operational gust speeds over the past six months we were the most correct 100 percent of the time,” says Ryan. “For general wind speed, we were correct 70 to 80 percent of the time.”

“We are competing against freely available Apps, so our main hurdle is convincing a new client that we are not only much more accurate but that the system is worth paying for and therefore cost effective. Once they see how much more

accurate we are they feel confident to plan for work over the following week based on our forecasts. On long term projects, say over five years, if we save them one hour of downtime a week then the system pays for itself, yet we have figures to prove we can save them much more than that per week. Of course, we can get it wrong, but we get it right far more than any other systems and clients can see quickly see the savings.”

METSWIFT PRODUCTS

MetSwift has three main products - Advanced Long-Range (ALR), the recently launched Hyper-Local Precision (HLP) and MetSwift Reports. As the name suggests ALR is a long range, one to 24 month weather model which predicts the risk of downtime and is the only company that offers this, as current long range predictions only go out three months. Predicted conditions globally can be seen so that clients can understand risks according to their parameters. It is powered by Claros - a proprietary model that uses a meteorological technology, a vast library of historic data and cutting edge data science.

“Over the last few years, we have been working alongside various construction companies - particularly Sir Robert McAlpine - to provide estimated downtime reports for projects at various stages,” says Ryan. “In some cases, these are projects already underway in need of new data to help get themselves back on track and on budget. For others, such as a report on the new Everton stadium for Laing O’Rourke in Liverpool, this took place in the pre-bid phase and assisted them in formulating their winning bid.”

“Being that these reports can cover multiple years, our cutting edge meteorological teleconnections work allows us to identify projected large scale changes months in advance. While we can’t tell you exactly which day is going to be the windiest, on a monthly scale we can tell you about the expected variation in downtime compared to a ‘normal’ year, allowing planning teams to account for downtime long before it happens. These reports can be made to meet any requirements the client has, we have done reports for various combinations of wind speeds, gust

speeds, temperatures, and rainfall totals. Changes in requirements over the course of a project can also be reflected, and a supporting meteorological report is provided alongside the results to explain the data in full. The format of the results can also be made to best suit the needs of the team, and we have produced data in various formats including bar chart, line plot and tables.”

METSWIFT REPORTS

MetSwift Reports are compiled by senior meteorologists using its proprietary models and highly cleansed data to create bespoke information on sector specific weather. These are available on an ad hoc or subscription basis either for one off project planning, regular market analysis or seasonal risk analysis.

Traditional forecast models perform complex physics calculations using super computers performing many thousands of calculations for every grid point in their area. This means that the grid resolution has to be limited - for example every 25 square kilometres - otherwise the calculations would take far too long to run. This can leave a specific site miles away from the nearest point that the model really forecasts, leaving you at the mercy of various assumptions and interpolations.

The HLP has much greater accuracy for operational planning by using strategically placed onsite weather stations - perhaps every kilometre or less - in addition to the Delos model which utilises AI to produce a significantly more accurate one to 10 day forecast for a specific location.

“By using on-site data, alongside visits from our team to see the area in which you are working, we can remove these assumptions and teach the model about your local microclimate, topography and land use,” says Ryan. “Changes to the site over the course of the project can also be reflected in our data, either through adjustments to factors such as surface roughness that affect how wind changes with height, or changes in the weather station data itself that the model will learn from each day. At the Align site, the topography changed significantly due to the earthworks, and some stations were moved due

System	Most accurate model for windspeed	Correctly predicting operational window - gust speed	Forecasting downtime due to gust speeds when actual conditions were safe to operate
GFS	7%	67%	29%
XC Weather	7%	63%	34%
MetSwift	86%	93%	3%



A city type tower crane collapsed onto the roof of a low rise apartment block in Milan, Italy 2021 due to high winds



A tower crane went over in Malmo, Sweden as high winds from Storm Malik hit the city

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SIGNIFICANT EVENT - STORM EUNICE



Weather stations used on the HS2/Colne Valley Viaduct project

to changes at the site. In both cases, the HLP was able to adjust without any interruption or loss of accuracy to the Align team.”

“We use data from more than 50,000 WMO (World Meteorological Organisation) approved weather stations, disregarding unverifiable data and less credible sources,” adds MetSwift meteorologist Joseph France. “The data is then put through a rigorous cleansing and automated normalisation process. For our purposes there is no better set of weather data.”

“We are now recognised as leading experts in the behaviour of large scale weather patterns - teleconnections - and their impact on localised weather. These teleconnections are slow changing and our ALR model maps their movement over a 24 month period. The model has a constantly improving understanding of how these govern the weather and together with a blend of historical data, meteorological science, and climate analogues combine to deliver probabilistic predictions and likely weather conditions.”

“Our HLP model also learns from hourly onsite weather station observations and traditional NWP (Numerical Weather Prediction) forecast data, to significantly improve the accuracy of one to 10 day forecasts for site specific locations.”

The system in action was seen on February 2022, when Storm Eunice - a significant weather event i.e. a one in 100 year storm - hit the UK.

“Using the MetSwift platform we had a 36 hour ‘Red alert’ warning ahead of the Met Office Red weather alert that was released just four hours before the storm hit the UK,” says Ryan. “This type of forewarning enabled Dave Hall on the Colne Valley Viaduct project to proactively inform senior management of the confirmed coming event. Based on this information alone a decision was made to close the project sites across the C1-ALIGN Trace throughout the event, leaving just key emergency personnel in place. Project wind speeds reached 55mph, while RAF Northolt

recorded 69mph, just six kilometres from our project.”

The MetSwift Use & Accuracy Report for the C1-ALIGN HS2 project has highlighted the significant benefits of integrating the AI driven weather forecasting into large scale infrastructure projects. The 1.5 square kilometre forecasting resolution offers superior insights, adding in key project tasks like earthworks, concrete pours, and safety planning during extreme events like Storm Eunice. This demonstrates how accurate forecasts can enhance safety, efficiency, and be really cost effective, helping set a new standard for weather data integration for industries such as construction or dockside work. ■



The MetSwift platform gave a 36 hour ‘Red alert’ warning ahead of the Met Office Red weather alert that was released just four hours before the storm hit the UK



A large façade scaffold collapsed in the street in Hampstead, North London thanks to high winds pulling it away from the building



A tower crane jib came down in Frankfurt due to high winds

WORLD’S TOUGHEST WIND SENSORS

FT wind sensors has earned a reputation as the world’s toughest wind sensors having passed more than 30 independent tests including sand, dust, ice, vibration, corrosion, hail and lightning protection as well as undergoing the FT Highly Accelerated Life Cycle test, which involves temperature cycling from +125 degrees C to -90 degrees C while being subjected to 30G RMS vibrations.

However, the main difference between other mechanical and ultrasonic wind sensors is its acoustic resonance Acu-Res Technology - a solid-state technology with no moving parts to wear down or degrade resulting in lower maintenance costs, no periodic calibration and reliable data. Temperature, pressure and humidity affect the speed of sound through air. FT claims that its wind sensors continuously monitor and validate signal quality, automatically adjusting to ensure consistent, accurate data output in all conditions. Due in part to the high signal to noise ratio of the acoustic resonance measurement method, wind readings are unaffected by shocks and vibrations. This makes FT wind sensors ideal for use on moving or unstable platforms. FT wind sensors are manufactured in the UK and have been widely used in the wind turbine control industry for more than two decades.

The company was founded in 1981, however it was in the 1990s when the Acu-Res technology began when the UK government needed a wind sensor

for ballistic meteorology that was robust enough for battlefield conditions i.e. no moving parts. By using a small acoustic sensor that would resonate sound waves within a cavity, FT was able to measure the phase shift of moving air. This approach would eliminate the need for moving parts and allow for a smaller, more durable and easily heated sensor.

In 2000, the first FT702 acoustic resonance wind sensor went into serial production. Designed with a stainless steel body, it was intended for meteorological use however its durability and precision made it ideal for wind turbine control. Today the 752 series measures wind speeds of up to 90 metres per second and is aimed at industrial markets including wind turbine control, commercial marine, and many other critical safety and control applications and is now being adopted by high end lifting equipment, including cranes and big truck mounted lifts.



FT602 wind sensor



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THE BIGGEST SHOW ON EARTH

Next month the world's largest equipment exhibition - Bauma - will open its doors once again in Munich, Germany. Held every three years, the last event was delayed due to the Covid pandemic until the end of October, but two and half years later it returns to its traditional spring dates.

As always the show, which will take place from the 7th to 13th of April, breaks all records with more than 3,500 exhibitors from 57 countries spread across 614,000 square metres of exhibition space. This is the only show where you are likely to see a 1,800 tonne crane fully assembled, a massive mining truck or more telehandler manufacturers than you even knew existed.

WHAT IS THERE TO SEE?

There are a few companies not exhibiting at the show this year such as JCB, Genie and Haulotte, although you might find some of their equipment on dealer stands. However, some of those that stayed away in 2022, such as JLG, are back. And in spite of the incredible size of the show ground, there is once again apparently a waiting list for stands. Almost all of the crane, access and telehandler exhibitors have stands outside, with most back in Area FS, Freigelände Süd (Outside area South) with a few over the road in the North area - FN. The Vertikal/Cranes & Access stand is of course at the main entrance to the outside areas from the halls.

THE FULL LIST OF RELEVANT EXHIBITORS

A full list of exhibitors in our sector, along with lists of stands by main product type follows. As usual we will also be publishing the Vertikal Guide to Bauma - a bilingual guide to all lifting/lift related equipment and associated suppliers - a

few days prior to the show opening, with printed copies available at the event itself.

A FEW HIGHLIGHTS

In the meantime, here are a few highlights that we know of, although a good number of companies are keeping the more interesting launches until the show itself - or at least the Vertikal Bauma guide.

Tadano will have a new hybrid All Terrain crane, alongside a new long-boom 250 tonne All Terrain - the five axle AC 5.250-2 with a 79 metre boom. This will also be the first time in 20 years or so that a big Demag - now Tadano - crawler crane has been displayed at Bauma - with the launch of a new 1,250 lattice crawler. Don't forget its new acquisitions either which include Nagano, Manitex, Oil & Steel, and Valla. Tadano branded Nagano machines will be on the stand however the latter three companies will be shown separately, given that the stands were already booked.

Liebherr is keeping quiet about what might be its main new product launch. All we know is that it is some form of new drive train - for its All Terrains or a hybrid or direct electric drive for its unplugged



bauma
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A few facts/details

Where:

Munich's Messe München - the showground due east of the city centre.

When:

Monday April 7th to Friday 11th 09:30 - 18:30
Saturday April 12th 08:30 - 18:30
Sunday April 13th 09:30 - 16:30

Tickets:

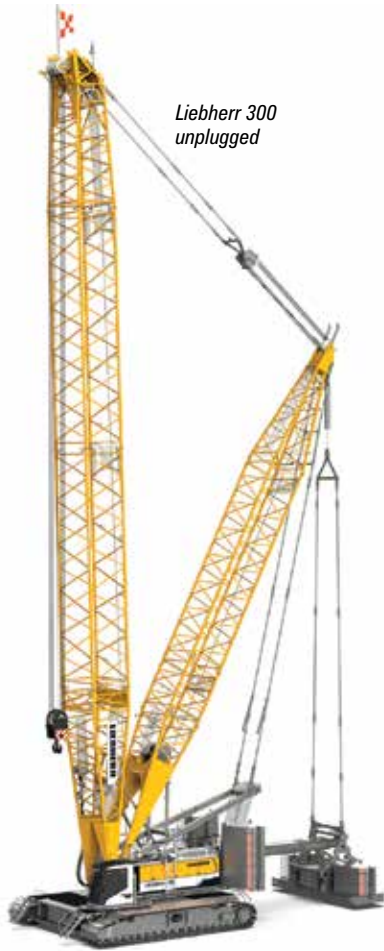
Day ticket: €38
Three day ticket: €79
Permanent ticket: €98

Note: these tickets only allow one entry a day - if you leave the showground it will not get you back in!

You will probably be better off speaking to one of your suppliers that has a stand at the show, they should have guest tickets or can get you one - and almost certainly for free.

Getting there:

This year's Print@home ticket includes free use of local public transport - MVV ticket for zones M-6. You will need to show a passport or identity card.



Liebherr 300 unplugged

crawlers? It refuses to say. But it will launch a larger 'unplugged' crawler crane in the form of the 300 tonne battery powered LR 1300.2 SX, two new sixth generation telehandlers, the T 38-7s and eight metre/4,200kg T 48-8s and plus two new luffing jib tower cranes, the 440 HC-L and 620 HC-L 1, both of which are available with up to 36 tonnes capacity. You can also catch the 1,800 tonne LR 18000 lattice crawler and new MK tower crane.

Manitowoc will highlight after sales services but has the new Potain 309 on the stand along with a working version of its hybrid system for All Terrains on the 150 tonne GMK 5150 which charges when on the road in between jobs. Also look out for a new charging system for its small Potain self-erectors.



Grove GMK 5150



Sinoboom

Sennebogen has two new products to watch out for - the all-new 200 tonne 6203E telescopic crawler crane, with a Grove version on the way, and the six tonne 360 G heavy duty telehandler which is well worth a look. It has also agreed a deal to supply Linde with telehandlers on an OEM basis.

Link-Belt has nothing spectacular planned - that we know of! But you will see its 90 tonne 100|RT Rough Terrain, and the 110 tonne 120|HTLB long boomed, 60 metre truck crane. Stop by the Jekko stand and prepare to be amazed by a massive display of new technology on its latest spider cranes, as well as a new concept of mini crawler crane with three operating modes including a tower feature with a 10 metre radius at a height of 17 metres - a must see machine!



Jekko

You might not think that jacking systems and lifting gear sounds very exciting, but Enerpac has taken a huge stand and will have, what can



XCMG

only be described as a lifting gear theme park. Definitely worth a detour.

When it comes to Chinese cranes, progress still seems slow, but there is progress with the three majors still trying to gain a toehold in the European market. Sany has specifically targeted the German speaking market so expect a bold display with several cranes including its new 200 tonne electric lattice crawler, possibly its new 80 tonne SCE800TB-EV telescopic crawler, a new 120 tonne four axle European All Terrain and a 45 tonne RT. XCMG will show the four axle XCA80G7-1E and final production version of its three axle all electric cranes. It is also likely to have its big booms on show and possibly a new spider lift.

Finally, Zoomlion has not said much about cranes this year but will have truck and All Terrains on show. It is likely to have a stronger focus on its aerial work platforms with several new models including its 265ft ZT82J telescopic boom lift which is due to go into production this summer. It will also use the event to talk about its new plant in Hungary.

On the telehandler front there is much to see, sadly not from JCB but Manitou will unveil two new lithium battery models, probably a 12 and 17 metre but it is being coy. It will also show a new, larger 360 degree model - hints suggest it is a really big machine.



Manitou

Sany will show a new six metre/2,400kg compact all electric, while on the Wacker Neuson/Kramer stand you will find a new higher capacity, 3,100kg/six metre compact with all new tech. On the Zepelin/Cat stand you will have the first chance to see the Faresin-built Zepelin branded telehandlers now that Cat has abandoned the European telehandler market.

Nothing new from Bobcat but showing the same compact prototype we saw at Intermat, Magni on the other hand always under promises and over delivers. It will have several new models as it completes its fixed frame range and unveils a new line of Rough Terrain/industrial forklifts. If you have not seen its aerial platforms this will be your chance, definitely a stand not to miss. And finally for a complete surprise, head to the Hidromek stand in the North area where the Turkish company plans to introduce its first telehandler.

Most of the mastclimber manufacturers will be at the show, including Alimak with a very interesting new 650 hoist, and sister company Scanclimber's new range of attachments - they are mind blowing and interesting.

Moving to aerial lifts, JLG is pushing many new products as it returns to Bauma, showing a new 45ft compact, a new 65ft telescopic for the US market, two new articulated booms, new Lithium AC scissor lifts, improved telematics and its first lighting towers. On the same stand you will find Hinowa and the new 30 metre TC30 telescopic spider lift with a 15 metre outreach and up to 300kg platform capacity. Ausa - which it acquired last year - was already booked on a separate stand.

Dingli always downplays its new product introductions, but has a plenty to see - you might also find a MEC or two on the stand?

Multitel will highlight its all new 16 metre pick-up mounted platform, alongside its new 3.5 tonne 250 and 270s and a 'big' truck mount? GSR can

Alimak



JLG

Multitel



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MADE IN ITALY

be found on the Rothlehner stand and has several new developments to discuss. CMC and Platform Basket are two other Italian manufacturers with big plans - check out the home-made Cannoli on the CMC stand.

One stand that will be highlighting a big truck mount is Bronto with the first model in a new XT Generation product line, starting with the 70 metre S70XT1-J.

Sinoboom will show some of the vast array of new models unveiled at its Changsha plant as the end of last year. A large number of its new

Mote Lift



Merlo has new Rotos

units will be European built from non-Chinese fabrications and components. Noblilift recently announced that it was going to get serious about the aerial lift market, so you can expect a big effort so it will be worth checking out.

And once again a new Turkish entrant is debuting on the international stage, in the form of new manufacturer Mote Lift. It already has a six unit line up and on paper they look very good. Will they be so attractive in the iron - there is only one way to find out...

Sadly, we simply do not have enough space here to cover all the new and exciting product launches. But closer to the show you can download or pick up a printed version of the

Vertikal Guide to Bauma, a whole magazine dedicated to the Crane, Access and Telehandler exhibits at the show. ■



Wolffkran

EXHIBITOR LIST BY MAIN TYPE

Cranes	Stand No	Unic	FS.1102/5	Next Hydraulics	B4.330	Aerial work platforms	Stand No	Multitel Pagliero	FS.1102/10
AlmaCrawler	FS.1102/1	Uplifter	FS.1101/6	Palfinger Cranes	FN.720/12	Airo	FS.1102/1	Niftylift	FS.1003/2
BG Lift	FS.1103/8	Valla	FS.1203/1	PM	FS.1203/1	Aichi	FS.1102/1	Noblilift	FS.1101/3
Bigge Crane & Rigging	C4.625	Zoomlion	FS.905	World Power	FN.919/2	AlmaCrawler	FS.1102/1	Oil&Steel	FS.1203/1
Delta Cranes	FS.1001/12	Tower cranes	Stand No	Foundation cranes	Stand No	Altec - Teupen	FS.1204/6	Omme Lift	FS.1102/1
Galizia	FS.1104/7	Baukrane	B3.410	Bauer	FN.519	AXCS/ELS/Hy-brid	FS.1101/8	Palazzani	FS.907A/1
GGR Unic	FS.1102/5	BBL Cranes	FS.903/9	Casagrande	FN.520/9	Axolift	FS.1103/3	Palfinger Platforms	FS.1203/4
Grove	FS.1202/2	Comansa	FS.1103/1	Mait	FN.621/9	Böcker	FS.1203/2	Platform Basket	FS.1103/2
Henan - SPT	FS.1101/6	Eurogru	FS.1002/10	Soilmec	FN.521/9	Bluelift	FS.1107/9	Paus	FM.713/9
Hoeflon	FS.1104/5	Everdigm	FS.1106/2	Telehandlers	Stand No	Bravi	FS.1104/6	Power Towers/JLG	FS.904/9
HSC Cranes/Sumitomo	FS.903/1	FB Gru	FS.902/2	Ausa	FM.710/3	Bronto Skylift	FS.1203/3	Qiyun	FN.319/1
Idrogru	FS.1001/12	FM Gru	FS.1002/2	AXCS/ELS/Hy-brid	FS.1101/8	CMC	FS.1203/5	Raptor - Socage	FS.1204/10
Jekko	FS.903/6	Jaso	FS.1003/8	Bobcat	FN.816	CO.ME.T	FS.1004/10	Rothlehner	FS.1003/9
JMG	FS.1103/7	Kroll Cranes	FS.1002/8	Caterpillar/Zeppelin	FM.60B.5	CTE	FS.1103/10	Ruthmann	FS.1107/9
Klaas	FS.901/6	Krupinski Cranes	FS.902A	Dieci	FS.1108/1	Custers	B3.106	Sahalift	FS.1102/1
Kobelco	FN.1016/1	Liebherr	FM.813	Faresin	FS.1109/9	Denka	FS.1003/9	Sany	FN.619
Kranlyft	FS.1003/1	Midi Cranes	FS.902/4	Gehl	FS.908/1	Dingli	FS.904/5	Sinoboom	FS.1002/7
Liebherr	FM.813	Moritsch Cranes	FS.902/6	Giant - Tobroco	C6.211	Dinlift	FS.1205/3	Skyjack	FS.1102/2
Link-Belt	FS.903/1	Potain	FS.1202/2	Hidromek	FN.918/1	Easy Lift	FS.1003/9	Socage	FS.1204/10
Locatelli	FS.1101/10	Saez	FS.1104/1	JLG	FS.904/9	ELS	FS.1101/8	Stellar Industries	FN.922/9
Maeda	FS.1003/1	Sany	FN.619	Kramer	FN.916	Everdigm	FS.1106/2	Sunward	FN.618/10
Manitex	FS.1203/1	Speed Crane	C2.126	Kubota	FN.1017/1	France Elévateur	FS.1107/9	Tadano	FS.1205
Manitowoc	FS.1202/2	Stafford Tower Cranes	FS.1103/5	LGMG	FS.1105/1	GSR	FS.1003/9	Teupen	FS.1204/6
Marchetti	FS.1004/14	TKA Cranes	C4.748	Liebherr	FM.813	Hinowa/JLG	FS.904/9	Uplifter	FS.1101/6
Ormig	FS.1006/7	VD Cranes	C2.126	Linde - Sennebogen	FM.712	Horyong	B5.221	Versalift	FS.1107/9
Palazzani	FS.907A/1	Wilbert/Zoomlion	FS.905	LiuGong	FN.718/3	Hy-brid/Custom/AXCS	FS.1101/8	XCMG	FS.1005/4
Palfinger Cranes	FN.720/12	Wolffkran	FS.902/7	Magni	FS.1108/3	Imer	FS.906/1	Zoomlion	FS.905
PV-E Crane	FS.1002/4	Zoomlion	FS.905	Manitou	FS.908/1	JLG	FS.904/9	Mastclimbers/hoists	Stand No
Sany	FN.619	Loader cranes	Stand No	Merlo	FS.1209/1	Klaas	FS.901/6	Alimak	FS.1003/5
Sennebogen	FM.712	Amco Veba	FN.921/2	MST	C4.503	Klubb	FS.1205/3	Dingli	FS.904/5
Spierings	FS.1002/1	Atlas	FM.713/2	Noblilift	FS.1101/3	Kuli Helmut Kempkes	A1.337	Electroelsa	FS.1104/9
SPT	FS.1101/6	Bonfiglioli crane	FN.822/3	Sany	FN.619	Leguan Lifts	FM.710/5	Elevek - Ciclo Fapril	FS.1004/8
Sumitomo Crane	FS.903/1	Cormach	FN.722/9	Sennebogen	FM.712	LGMG	FS.1105/1	Geda	FS.1004/1
Sunward	FN.618/10	Erkin World Power	FN.919/2	Sinoboom	FS.1002/7	LiuGong	FN.718/3	Horyong	B5.221
Tadano	FS.1105/8	Fassi	FN.920/2	Skyjack	FS.1102/2	Magni	FS.1108/3	Jaso	FS.1003/8
Tecno-Gru	FS.1001/3	Ferrari	FN.920/10	Sunward	FN.618/10	Manitex	FS.1203/1	Maber	FS.1204/1
Terex - Tecno Gru	FS.1001/4	Hyyva	FN.921/2	Tobroco-Giant	C6.211	Manitou	FS.908/1	Mace Industries	FS.1004/6
		MKG	FN.923/4	Wacker Neuson	FOE.ICM 201	Mantall	FS.1204/3	Saeclimber	FM.708/1
				XCMG	FS.1005/4	Moog	FS.1101/5	Scanclimber	FS.1003/5
				Zeppelin Rental	FM.709/5	Mote Lift	FS/1003/6	Stros	FS.1204/7
						Movex (Talleres Velilla)	FS.1107/9	Zoomlion	FS.905

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BATTERY ENERGY STORAGE COMPLEXITIES

In recent years, the construction sector has begun to adopt Battery Energy Storage Systems (BESS) primarily due to massive cost savings compared to diesel powered generators, along with the reduction in CO2 emissions and - in a number of countries - the enormous cost and difficulty of having a sufficiently powerful electricity connection installed in an already overstretched National Grid.

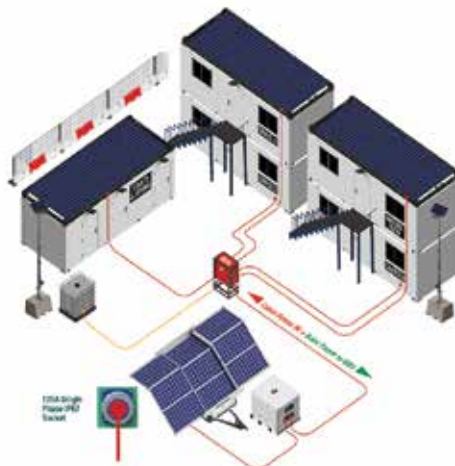


The new systems are playing an increasingly important role in providing energy resilience and renewable energy integration. As a result, demand for such systems has mushroomed - particularly over the past year or two - with a multitude of different products and solutions now available. Those seeking an alternative to mains electricity and/or diesel generators, or interested in investing in the sector, are confronted with a confusing amount of technical information in order to find the most suitable solution.

What should you look out for? Power and energy specialist Rossa Consulting takes a look at the market and provides guidance on how to navigate product selection based on site-specific requirements.

The battery storage market is currently inundated with products from numerous manufacturers, each designed to cater for an endless variety of applications and energy needs, from small scale residential systems to large scale industrial and utility grade solutions. This diversity, while beneficial in offering choice, often leads to confusion for those tasked with selecting the optimal system for their project.

The factors which are important when choosing a storage system should not be about manufacturers and brands as they all have very similar system components and are generally all technically proficient. The main consideration



should be capacity (kWh) and the output (kW) needed on the site from the electrical requirement, the type of electrical load, and its geographical set up.

For example, where you have continuous loads such as welfare cabins and offices that may also be some distance from the site, you can calculate quite accurately the electrical requirement and therefore choose a system to suit. This may mean the system has a lower power output but a higher storage facility.

However, calculations may be further complicated by the presence of tower cranes, hoists, and mastclimbers. If you calculate the maximum of the manufacturer's recommended power consumption you might be looking at a huge

demand in power and a very large battery storage unit. However, it should be remembered that the lifting equipment will never reach their maximum loads at the same time, and when in normal use, electricity demand may be very small or even zero.

Yes, they all peak in their demand on start up and when they are lifting a heavy load, but this may only be for a few seconds. Peak power can be negated first thing in the morning with the site managing the timing of each start up as necessary, ensuring the output power is sufficient to accommodate the largest kW peak requirement, and the storage capacity can be calculated accordingly. Mastclimbers, for example, move very occasionally and when they do, the power requirement is small. When stationary, they use a minimal or no power at all. Hoists are similar but this may depend on how busy the site gets. All these applications peak in their power requirement for mere seconds and then have a greatly reduced power demand.



Once the power requirement has been determined, the next issue for a site to consider is whether to buy or rent. Budget is important as the prices of battery storage systems vary significantly. Savings through reduced power requirement can be significant, but more can be saved by shopping around between brands. If purchasing, the unit that you have chosen might take three months or more to manufacture, while a rental company may have one available. However, understanding the technical specifications is critical.

CHOOSING THE RIGHT PRODUCT?

Without an understanding of key parameters such as energy capacity, input voltage, input current, power output as well as the number and capacity of circuits, navigating the optimum site solution becomes blurred, and the risk of choosing an unsuitable, or less efficient product increases. Some of the key technical specifications to understand and consider include:

INPUT CURRENT

The input current rating in amps dictates the current capacity - 16A/32A/64A etc - of the circuit and the flow of current (I) into the battery. If the voltage is three phase 400 volts (V) then we can use the calculation $V \times I = P$ where P is the charging power in Watts. If the electricity source is three phase you must also multiply the current by the square root of 3 or 1.73. For example, $400V \times 64A \times 1.73 = 44,288$ watts or 44kW of incoming charging power.

ENERGY CAPACITY

Energy capacity is measured in kilowatt hours (kWh) and indicates the total amount of energy a particular battery energy storage system can store. A higher energy capacity usually dictates a more expensive unit, but this results in a longer duration of energy supply. If for example you have a 100kWh unit with 44kW charging power it would take approximately 2.27 hours to fully charge, although there are other small variables to consider like charging efficiency and variable charging rates.

POWER OUTPUT

Power output is measured in kilowatts (kW), or kilovolt Amps (kVA). The outgoing connectors dictate the rate at which the system can deliver continuous current. Equipment with higher peak demands depend on both the inverter and the battery management system's (BMS) ability to peak over the higher power output level. Selecting a system with adequate continuous and peak capacity power output is essential to ensure uninterrupted energy supply.

EFFICIENCY AND CYCLE LIFE

Efficiency refers to the ratio of energy output to energy input, expressed as a percentage. A higher efficiency means less energy loss during storage and retrieval. Cycle Life is the number of charge-discharge cycles a battery can undergo before its capacity significantly degrades. This is critical for long term reliability. Projects with frequent energy cycling, such as those incorporating renewable energy sources, should prioritise systems with high efficiency and extended cycle life.



BATTERY CHEMISTRY

The choice of battery chemistry - whether lithium-ion, lead-acid, flow batteries, or emerging technologies such as solid state batteries - affects performance, cost and safety. Lithium-ion batteries are popular for their high energy density and long cycle life but may require sophisticated thermal management systems which burn auxiliary energy. Lead acid batteries are more cost effective but have a shorter cycle life and lower energy density. Understanding the trade-offs between different chemical processes is vital for informed decision making.

SAFETY AND THERMAL MANAGEMENT

Safety is paramount in battery system installations. Proper thermal management prevents overheating and potential thermal runaway which can lead to fires or explosions. Advanced battery systems incorporate safety features such as fire suppression systems, temperature sensors and protective casings to mitigate these risks. Ensuring the selected system adheres to stringent safety standards is essential for protecting both the site and its occupants.

TAILORING SOLUTIONS TO SITE-SPECIFIC NEEDS

Every construction project has unique energy storage needs, influenced by factors such as the size of the site, the nature of energy consumption, and the integration of renewable energy sources. Given all these factors, together with the myriad

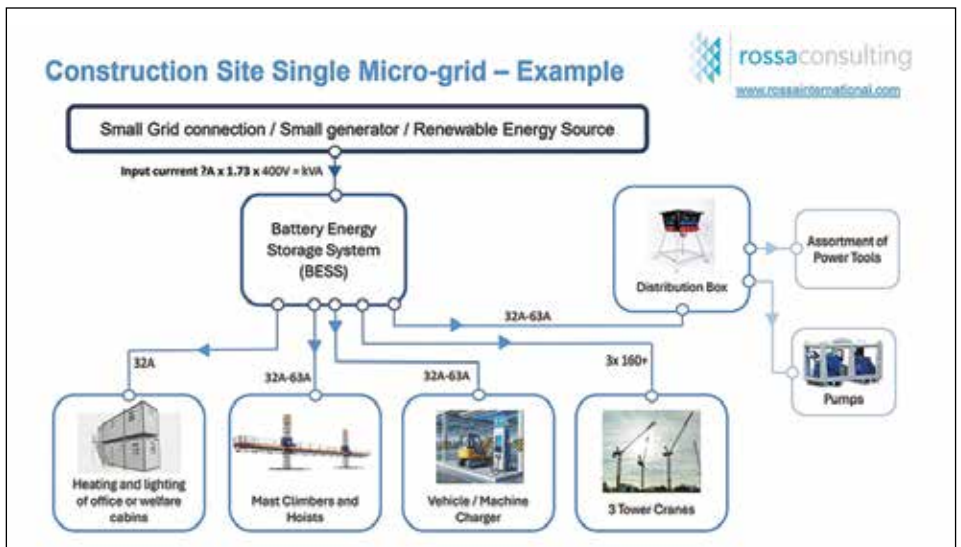


of battery energy system products available, a 'one size fits all' approach is impractical, and a tailored solution that supports the specific site requirements is necessary.

For example, residential installations may prioritise smaller, cost effective systems with moderate storage capacity, while larger commercial and industrial projects might require systems with higher energy density and advanced grid support capabilities. Utility scale applications, on the other hand, demand robust systems capable of handling massive energy loads and ensuring grid stability. Conducting a comprehensive energy audit to assess peak energy demands and understanding the site's renewable energy potential are critical steps in this process.

ENERGY AUDIT AND SITE ASSESSMENT

An energy audit evaluates the current and projected energy usage of the site. This includes analysing historical energy consumption data, identifying peak load periods, and estimating future energy needs. A site assessment considers factors such as available space for the installation, environmental conditions, and potential integration with the existing energy



infrastructure. These insights guide the selection of a product that meets the individual site demands.

INTEGRATION WITH RENEWABLE ENERGY

For sites incorporating renewable energy sources such as solar or wind, the system must be capable of efficiently storing and managing intermittent energy generation. This requires seamless integration with renewable energy systems, intelligent energy management software, and grid support functionalities. Selecting a battery storage product that complements the site’s renewable energy profile, enhances overall energy efficiency and sustainability.

PLANNING YOUR PROJECT

Deciding how to distribute power on your site is vital to the overall cost and efficiency - in monetary and carbon efficiency terms - and of course to ensure there is sufficient energy when required. Depending on the geographical size of the site, the number of amenities requiring a power source, and technical specifications, will require analysis to decide on the quantity, the location, and capacity of the battery storage units, and who sells or rents the units to suit that requirement.

DATA CAPTURE

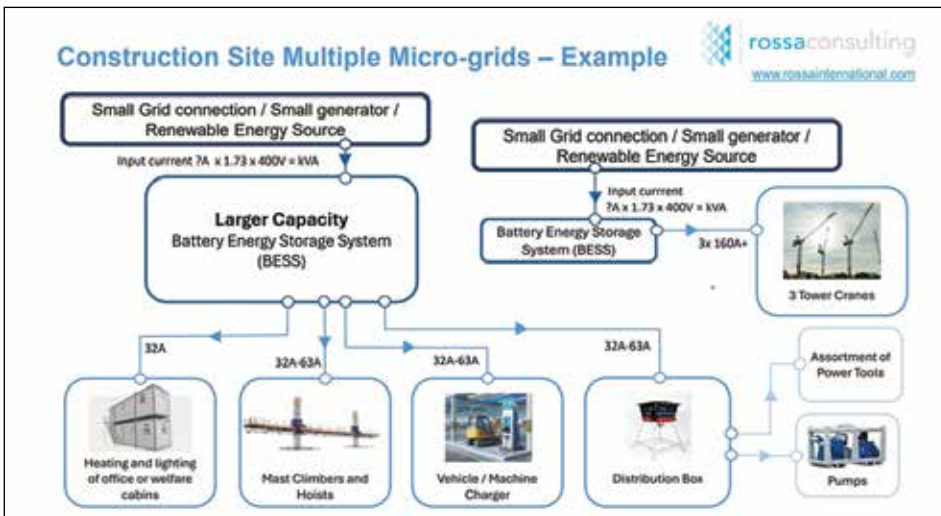
Software is available to automate the timings of the power source and record and store all the data from that appliance. Storing and analysing

all data is imperative for several reasons, for example, allowing real time analysis of each power usage to provide product specific data. Analysis of the data means the planning of future projects and selecting the required size of system moving forward - together with additional relevant products - can be semi-automated.

STAYING CURRENT

“The complexity of the battery energy storage market poses challenges for the construction industry, but it also offers opportunities for optimising energy storage solutions,” says Sean O’Sullivan of Rossa Consulting. “By understanding the diverse range of products and carefully analysing technical specifications, guidance is available to continuously update stakeholders to make informed decisions that align with their site’s specific needs. Tailored system solutions not only enhance energy resilience and cost effectiveness but also contribute to the broader goal of sustainable development in the construction sector. As the market continues to evolve, staying abreast of technological advancements and emerging trends will be key to navigating this dynamic landscape successfully.”

“Offering the consulting services required to navigate the complexity of battery energy storage solutions, and having gained valuable experience in this sector, we can support with coordinating site analysis, planning and providing strategic solutions going forward.” ■



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*Introspective Market Research, Global Scissor Lift Market Research Report 2024

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STAND - FS 1104/6

BIG POWER FROM SMALL BATTERIES

At the end of last year UK based Dumarey Green Power launched its new Revolution Battery, an industrial battery energy storage system (BESS) which claims to break the link between energy storage and output power. The system incorporates a battery pack which can deliver high amounts of power from a comparatively small amount of energy storage resulting in a smaller battery with fewer battery cells, higher efficiency and lower embedded emissions.

Typical battery systems require large amounts of stored energy to generate high peak power. However, while many applications require high power, it is usually required for just a few seconds, a minute or two at most, with comparatively little energy used during normal operations. Once the power spike has passed, the required energy can often be supplied by a modest mains connection or a small, generator set. As a result, storing large amounts of energy in a battery system is not needed.

Jon Drakeley, product director at Dumarey Green Power says: "The new Revolution Battery allows even the heaviest tower cranes in the country to be powered from just a 32 amp mains supply."

The first unit went to launch customer UK based Falcon Tower Cranes which supplied a Bowmer + Kirkland construction site in Nottingham, where the system has been powering Jaso J118PA and Jaso J138A tower cranes. Traditionally these cranes would have been

powered from a 200kVA diesel generator resulting in significant CO2 and other local emissions. Instead, the Revolution Battery allows them to be powered from a 32 amp connection. As a result, Dumarey expects the system will save around 800 litres of fuel and over two tonnes of CO2 a week.

Falcon associate service director Rupert Cook said: "Battery Energy Storage Systems have been making rapid inroads into the tower crane market. Our new fleet of Revolution Batteries allows us to power large cranes from a smaller power supply. Early testing has shown we can run three cranes from a single system which is smaller than one of our regular generators and the installation can be done in moments, making it ideal for busy sites where space and time are at a premium."

Dumarey Green Power - previously known as Punch Flybrid - is part of the Dumarey group and produces the Revolution Battery at its facilities in Silverstone, Northamptonshire, UK, utilising



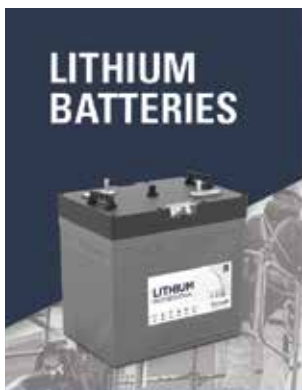
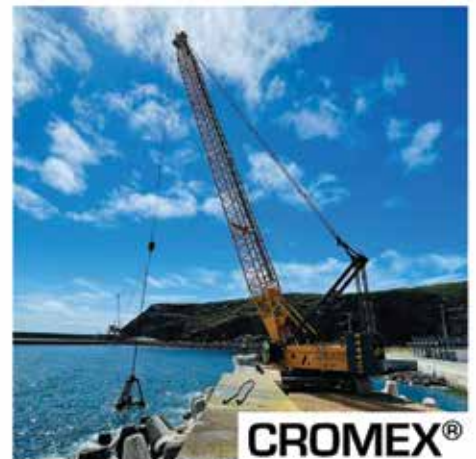
local labour and suppliers. It is part of a product range that focuses on power or energy to provide savings that general products cannot achieve. The company has already deployed around 250 of its flywheel energy storage systems which it claims have saved in excess of 6.5 million litres of fuel and more than 20,000 tonnes of CO2.

For applications that need a lot of energy, Dumarey uses its second life battery products, which utilise energy dense battery modules previously used on buses or trucks before becoming part of its PowerSkid and EnergySkid products. ■



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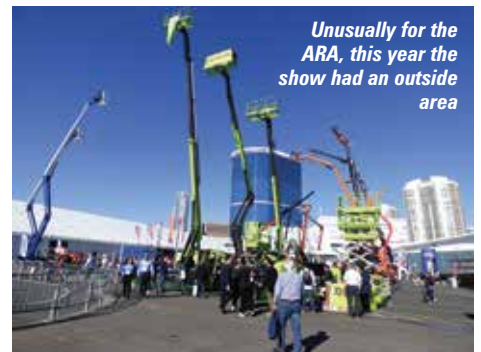


A BUSY ARA

This year's American Rental Association's ARA Show was held earlier than usual at the end of January in Las Vegas. While the first day was busy and people were discussing orders, it lacked the 'buzz' of last year's event held in New Orleans.

The show also seemed a fair bit smaller than usual, but there was plenty to see and a good few new or updated products. What did stand out were a number of 'Hot' features that almost all manufacturers chose to highlight such as rotating articulated jibs, 'step up' platform attachments and basket accessories for boom lifts, such as mid-height grilles. The following is a brief overview, while a more comprehensive pictorial overview can be found online.

This year the Genie stand was one of the busiest, partly due to the number of stand manning staff on duty, but also thanks to a number of quite radical new products such as its new generation slab electric scissor range with curved scissor arms. Seeing them in the iron highlighted just how unusual - and probably expensive - a concept they are. The attention to detail on these new models is quite exceptional for what has become a relatively generic product sector.



Unusually for the ARA, this year the show had an outside area



Sinoboom + basket



LGMG basket



Genie's curved scissor arms attracted attention



JLG basket



Also on display - the new GTH 1244 telehandler...



CTE had a couple of spider lifts on show alongside one of its Plano lift stair climbers, but was mostly promoting its new dealer network



...and 4x4 buggy

Caterpillar re-entered the telehandler market, but only in North America with four new models built in England - the TH0642, TH0842, TH1055 and TH1255 - with lift heights of 13 and 17 metres and capacities of 2,700kg to 5,400kg.



The highlight of the JLG stand was the all-new 1,600kg/4m E313 mini electric telehandler, built in Spain by Ausa



Sinoboom was out in force with its Mexican built products and the AB520EJ Plus boom lift

The other stand-out display in terms of new products came from MEC with more new booms on show including 60ft and 65ft versions of the Dual Reach boom lift concept it unveiled last year as an 80ft boom. The benefit is that it can switch between a pure telescopic or an articulated boom - two machines in one.



The 60ft Dual Reach and 66RJ



Sany had a lone electric scissor on display alongside its STH 1056A North American telehandler

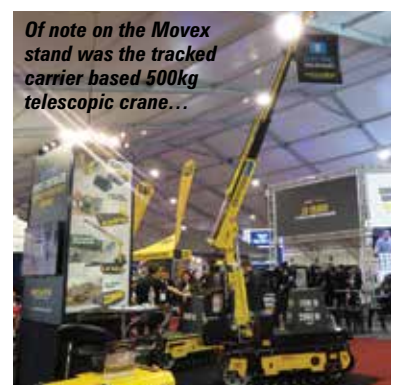


Maeda had a stand in the outside pavilion

It also launched a more traditional boom lift, the classic 66ft telescopic 66RJ, with rotating jib. The final new boom lift announced was the 135ft 135RJ with 43 metre working height, rotating jib, 408kg maximum platform capacity and 24.4 metres of outreach.



Magni showed its relatively new 3,000kg/6m compact telehandler - the TH3.6 - alongside its larger models



Of note on the Movex stand was the tracked carrier based 500kg telescopic crane...



The MEC 135RJ - available now



GMG made an impressive return to the event with numerous new products including a four metre platform option. Its products are now built by a well-known manufacturer in a new facility in Monterey, Mexico





A surprise came in the form of Italian stair climber manufacturer Zon Zini with its Domino model



AXCS - Hy-Brid stand with a growing aerial lift and telehandler range



Hoefton and Easy lift were on the Up



The Fascan stand was packed with Jekko spider cranes, alongside Almac products and a Fassi loader crane

Platform Basket is represented by Track Lift and showed several models topped by the 33m Z33:15

Tim Whiteman made his debut with Noblelift and its Malaysian built scissor lifts on one of the smallest stands at the show



The largest scissor lift on the show, a PB sold by distributor Lizzy Lift, which is also looking to introduce the electric Rough Terrain scissor lift concept with the new PBS180-19E 4X4 all electric scissor lift



Haulotte had nothing radically new but of interest was a tracked carrier with Bil Jax frames on board



XCMG's showed a brand new 20ft mast lift, the XGR20AC with a high specification and attractive price alongside its 85ft telescopic boom lift, the XGS 85J1

Canada's UP Equip's stand with Hoefton cranes, Easy lift spiders and AlmaCrawler products

Teupen - now part of Altec - displayed the Leo 30T Plus, which becomes the TC98J in the USA



CMC's new S20 created a good deal of interest at the show

Manitou highlighted its full range, but also showed its new 65ft TJ65 Plus boom lift

LGMG had a new telehandler with standard five year warranty and a new 25ft mast lift, the M2530SE

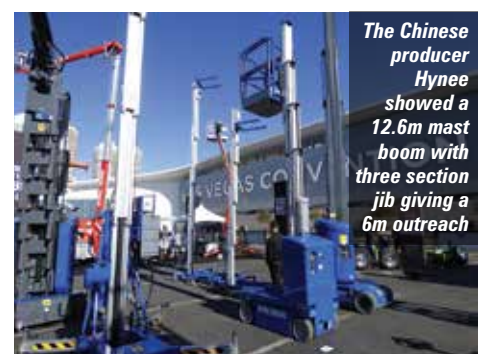
Skyjack celebrated its 40th anniversary at the show



Zoomlion unveiled a new 10m mast boom, the ZMP 30J



...and a 16ft mast lift, the ZMP16



The Chinese producer Hynee showed a 12.6m mast boom with three section jib giving a 6m outreach



Leguan's recently launched 26.5 metre 265 spider lift



Eleonora Bernardi of Axolift (L) with Julie Houston Smyth of distributor Lolex and the new Axolift P300T

EXECUTIVE HIRE SHOW 2025

This year's Executive Hire Show - the UK's tool and general rental exhibition - was in Coventry last month and is said to have attracted almost 2,100 visitors, its largest to date. While the show felt generally busy, there were sadly fewer access or lifting related products than usual. However, those that did exhibit had some new and interesting products.

Italy's Axolift unveiled the P300T, a self-propelled version of the P300 push around scissor lift that it launched last year, with a working height of 4.95 metres, platform capacity of 240kg and overall weight of 430kg. It can manage slopes of up to 35 percent and can switch between push around and self-propelled modes. Its 24 volt battery is said to be capable of up to eight hours continuous operation.

The Magni stand featured the company's first compact telehandler that it unveiled at Intermat last year. The 3,000kg/5.8 metre TH3.6 has a forward reach of 3.2 metres, an overall length of 3.7 metres without forks, an overall width of 1.81 metres and is 1.94 metres high. Power comes from a Deutz diesel, providing maximum travel speed of 35kph. Total weight is 4,850kg.

Snorkel showed the CE version of the 19ft S3219 Plus scissor lift unveiled at last year's ARA. It features a 7.62 metre working height, 272kg platform capacity, all electric chassis - no hydraulic hoses - and standard maintenance free AGM batteries. The unit is under two metres high with guardrails up, has an overall weight of 1,315kg and is 1.8 metres long.

Several of the access exhibits were displayed outside and included Leguan's new 26.5 metre 265 spider lift making its UK debut, a JCB A45E articulated boom and S1932E scissor lift, along with Oil & Steel's Octoplus 17 spider lift.

Next year's event is scheduled for the 11th and 12th February.



The recently introduced Pro Mat from GroundGuards



Belgian e-power International showed its hydrogen powered generator



Magni's new compact telehandler the three tonne, 5.8 metre TH3.6



Snorkel's S3219 Plus



Hird was showing a Valla pick & carry crane and Winlet glazing robot



JCB's A45E articulated boom



JCB's hydrogen engine



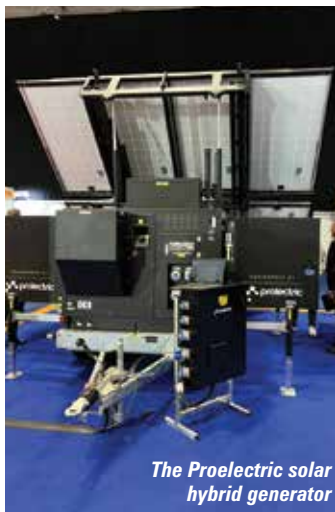
The GGR stand



Steve Jones of MHM group with the Trime solar hybrid battery diesel generator



The Skyjack stand



The Proelectric solar hybrid generator



The Oil&Steel Octoplus 17



JLG ecolift and ES1330L scissor

cranes & access

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One of the major design requirements for a spider lift is being narrow enough to travel through a standard door frame. At less than 800mm wide it allows the machine to work in tight indoor spaces or travel through a residential building to the rear. However, it also results in a lift with a high centre of gravity which is inherently unstable when travelling on even slightly uneven ground or when loading/unloading.

But what if you don't intend to work indoors - for example if you work in tree care, or the electrical/power distribution sector? Having a narrow spider lift is not really desirable and the complication of a telescopic chassis not required. This is particularly true when travelling a long distance over rough, undulating ground to get to the point of work.

Finnish aerial work platform manufacturer Leguan has been producing access equipment, particularly spider lifts for the past 35 years, and has now dedicated its production to a range of four machines including its 13.5 metre 135 Neo with its narrow chassis, and three of the newer All Terrain models - the 19.7 metre Leguan 195, the 22.5 metre Leguan 225 and the recently launched 26.5 metre Leguan 265 - all with a track width of 1.25 metres.

The new 265, its largest, has competitive performance with a 26.5 metre working height, 250kg maximum platform capacity, 13.6 metres of outreach with an up & over height of 10 metres and is relatively compact with a 6.89 metre overall length with basket - 6.24 metres without - while weighing 3,920kg. However, it has been designed specifically for outdoor work environments such as tree care and construction, combining a low centre of gravity, a high profile track system giving unrivalled ground clearance and 45 percent gradeability. All these add up to a very stable machine allowing the operator to travel safely in the basket across rough terrain. However, as well as its off road driving

performance the machine has a rapid set up along with quick boom movements. Leguan claims it is the fastest 27 metre spider on the market taking just 90 seconds to reach its maximum working height, two to four times faster than some of its competitors.

"Operators can start work immediately without any manual pre-operation tasks such as adjusting outriggers, widening tracks, placing mats or lifting the boom," says Leguan's recently appointed marketing manager, Juuso Valtakari. "Just step onto the platform, attach a safety harness and start working. With a market leading drive speed of 3.1kph, the Leguan moves between work areas faster. You simply get more done in less time."

All three Leguan All Terrain spider lifts feature a 'Home function' which can return the boom from its maximum height to transport position in 55 to 90 seconds depending on the model. This feature is also compatible with the battery operated backup emergency lowering system.

SPEED MACHINE

The reason behind its boom speed is, says Valtakari, due to its EDX (Efficiency-Driven Experience) operating system which uses advanced electronic valve technology allowing perfect multi-function operation. Leguan uses an 'intelligent and self learning operating system' that means the system has optimal distribution between all boom functions allowing movements to be controlled safely, precisely and simultaneously, even at high speeds.





The launch of the Leguan 265 was live streamed around the world

Valtakari adds: "This approach uses extrapolation, mathematical models and live calibration to deliver efficient, real-time compensation between hydraulic chambers resulting in an efficient and self-learning system which operates within a closed loop, where sensors measure and cross reference actual movements and adjust on the go to meet the operator's desired actions. It dynamically optimises speed and acceleration based on the working area - whether the operator is near the centre or at maximum outreach. This means that it operates smoothly and precisely at the fastest possible speed within strict safety standards giving operators fine control and immediate joystick feedback."

FLAGSHIP MODEL

All Leguan All Terrain models feature a unified design including identical user interface and a high level of component standardisation. Like the other models in the range the 265 features a protected boom structure which houses all sensors, hydraulic hoses and other critical components, along with an automatic levelling system.

A BIT OF HISTORY

Founded in Tampere, Finland in 1990, Leguan is part of the Avant Group which includes the Avant wheeled loaders and the recently added battery producer Avant Power. Leguan is the oldest company in the group, it was set up the year before Avant Tecno by Ari Kiiski and Risto Käkelä, the father of the current Avant Group president Jani Käkelä who took over from him as chief executive in 2021.

Vice president of sales & marketing Jori Mylläri said: "From the beginning Leguan built aerial work platforms starting with simple push around lifts for the indoor market. However, it saw bigger opportunities with the spider lift and its game changing four wheel drive skid steer chassis introduced in 1994, based on a design by Risto Käkelä. This range has been the mainstay over many years. The machines gained success not only in Finland but in Norway and Germany and then later in Australia and the USA."

"In 2000 the company launched the Leguan 125 with 12.5 metres working height and excellent off road capabilities which became very popular with French construction companies. Nordic rental companies were also investing in spider lift fleets at that time adding the 125, and even arborists in Florida working on palm trees created a big

demand for the product. In the Australian outback the 125 became an essential lift for the electricity supply companies, all of which helped sell more than 1,500 units globally - a great achievement considering how small the spider lift market was at that time."

The company then entered a new product sector with the 80SX skid steer mounted scissor lift, shown at Bauma in 2007. Unfortunately, it did not catch on, perhaps because it was a bit too radical for the market at that time, so the company concentrated on developing its spider lifts. In 2017 the 190 was introduced with fast set up speeds. The next generation came in 2019, with the 135 Neo which Leguan says is "still considered the world's most user friendly spider lift with its modern safety features and one handed joystick control."

2020 saw explosive growth into new markets with export sales growing six fold. The 22.5



The 80SX skid steer mounted scissor lift, was shown at Bauma in 2007

metre 225 was launched in 2022, introducing the company's All Terrain series. Its smaller sibling, the 19.5 metres 195 made it debut at last year at Platformers' Days in Germany, and then this year, the launch 26.5 metre Leguan 265. There may be a larger lift in the offing, possibly a 28 to 30 metre unit or even larger, in order cover the top end of the tree care and construction applications.

RECENT TRANSFORMATION

"Over the past few years Leguan has undergone a transformation with a new energy within the company," says Jani Käkelä. "Last December was the best ever invoicing month, 77 percent up on 2023 and 27 percent more than our previous best."

"2024 was a difficult year for many lift manufacturers however Leguan has done better than the average in terms of growth. The spider lift is still a niche product, but there is still a lot we can do in terms of revenues and unit production. Our aim is to be global leader in the spider lift market, and I think we can get there."

A major part of the recent transformation was the appointment of managing director Esa Vuorela in 2021 who sharpened the focus of the company.



Leguan MD Esa Vuorela (L) and VP sales and marketing Jori Mylläri at the recent launch of the 265

"The 225 was already in development and we were asking customers and dealers what new lifts they wanted - now we have the 195 and 265," he said. "Our distributors have played a major part in the recent growth. Avant has subsidiaries in Germany, the UK and USA which deal with both Avant and Leguan as well as Brazil which is currently just Avant Tecno. The USA is our



265 - levelled on uneven ground



Current spider lift production is about 300 units per year

biggest market with 12 dealers in 30 locations and continues to grow as we appoint more Leguan only dealers such as in Texas. The main demand for Avant Tecno products and Leguan spider lifts in North America comes from the tree care and landscaping contractors. North America has a tradition of using big bucket trucks and climbing for tree work, but we are selling to the increasing number of companies moving away from this. With the addition of the 265 our machines now cover about 70 percent of the market up from about 50 percent before."

In Germany more than 50 percent of sales come from arborists but in the Nordic countries arborist demand is very small - people tend to cut their own trees and don't want to pay for professionals, so the market comes from roof construction, property maintenance, façade cleaning and painting. Painters in the US don't want to invest in professional machinery and prefer to use scaffolding or something that is cheaper."

COMPANY FIGURES

Leguan's revenue is around €20 million with, it says a decent profit, but its target over the next few years is reach €30 million and then €50 million.

"We are currently producing about 300 units a

year, and aim to increase this to about 500 units," says Vuorela. "We are not driven by the number of units sold but concentrate on growing each year - this year we will grow by at least 25 percent."

"Costs have risen over the past few years, but we have been able to maintain our pricing structure when others have increased theirs, and our price includes a specification with many standard features that others have as options, so that makes us more competitive. Manufacturing in Finland is more expensive, however Tampere is a centre for heavy industry, manufacturing and home to companies making some of the world's biggest mining equipment, stone crushers and forestry equipment, which creates a hub of good suppliers. There is also a lot of automation expertise in the region, which is why Bronto and Scanclimber are based here. The first light bulb in Northern Europe was lit in a factory in Tampere which shows how industrially advanced it is."

THE MEASURE OF SUCCESS?

"We measure success by how happy our customers are," says Mylläri. "In North America there are end users buying from dealers 1,000 miles away and are unhappy because they cannot get support. We aim to sell in an area around the dealer and hope to have at least one dealer in



The 265 at the launch in Finland

every state before too long. We have turned away many sales because they are too far away for our dealers to support them properly. You have to have a dealer within an hour's drive."

"Training the dealers is critical and that the main reason for the Leguan Academy which brings all the training materials online in one place - basic training, basic service, troubleshooting as well as advanced training materials for the local distributors and dealers. This is the key to our growth in North America rather than simply creating lots of leads. You have to take care of your customers in the market."

"However, our main USP is the EDX - no one can copy the system as all code and software are designed inhouse. EDX machines are also far more economical than older machines as the engine runs at lower optimised rpm when, resulting in better fuel consumption and reduced emissions."

In Denmark and Australia, we have many more enquiries about noise - I think this may be a bigger factor than engine emissions. We already use electric control valves, so it is almost an electric machine. Distribution is key, 80 percent of dealers have been with us since the 1990s. We are also looking towards the Asian markets and have just opened a new distribution channel in Singapore. We have been in Australia a long time - we have sold more than 300 lifts there since 1997."

"We do not have a long, proud history but in the last five years the company and product line has been transformed, and we are now going in the right direction and that is up." ■



Factory outside



The 265 has a 13.6m outreach

ILLAPG LAUNCHES HOSASS

The Industry Lead Lifting AP Group (ILLAPG), administered by the Construction Plant hire Association (CPA), has launched the Hands Off, Step Away, Safe Space (HOSASS) campaign. The new initiative provides critical guidance for slinger/signallers, focusing on maintaining safety after attaching accessories to a load.

The campaign, borne from a fatality of a slinger/signaller, includes a video, detailed guidance documents, a slideshow presentation and posters, all of which are now available on the ILLAPG website. HOSASS has already been widely adopted by several Tier 1 and Tier 2 contractors in the UK, with industry feedback confirming its potential to significantly enhance lifting safety and awareness.

Guidance can be downloaded for free at www.illapg.com



READY FOR WORK CHECKS GUIDANCE

Ainscough Crane Hire and the Crane Interest Group (CIG) are developing new guidance on Ready for Work Checks, addressing incidents of incorrect crane rigging. The document emphasises thorough pre-lift checks and highlights responsibilities of Appointed Persons, crane operators, and lifting supervisors.

The guidance focuses on ensuring counterweights, outriggers, and rope reeving match planned configurations, while providing additional checks for components like hook blocks and lattice jib extensions to prevent misalignment or incorrect assembly. While still in development, the document will provide a practical framework to improve collaboration and reduce risk during lifting operations, aligning with BS7121 and LOLER standards.

Document Updates

The CPA is updating several critical guidance documents to enhance safety and operational efficiency:

- **TCIG TIN 036:** Following a serious incident caused by an undetected electrical fault, updates emphasise the use of Type 'B' RCDs in tower crane systems and underscores proper bonding and lightning protection, particularly in systems with variable frequency drives.
- **Railway Operations:** CPA1402 and CPA1801 are being merged to align with Network Rail's CIV0063 standard, providing consistent guidance for crane operations near railways. This update will address both legal and operational requirements with improved clarity.
- **Top Slew Tower Cranes:** Updated guidance includes enhanced daily and weekly inspection checklists and detailed advice on meeting statutory compliance requirements.
- **Mobile Crane Operations Version 2:** This incorporates new survey insights on fatigue management and operator hours to provide a more comprehensive framework for safe operations.
- **Wind and Lifting Operations:** The CPA's crane consultant is leading development of guidance addressing wind related challenges, including strategies for assessing wind sensitivity, improving load stability, and managing tagline use. A supporting Technical Information Note will provide concise recommendations.

All publications available at www.cpa.uk.net

STARS WINNERS VISIT BERLIN

Shannon Weiss, winner of the Best Personal Statement Award at Stars of the Future 2024, recently enjoyed her prize - a two day Berlin trip courtesy of Wolffkran. Weiss, a repair and rebuild Engineer at Finning UK's Chesterfield branch visited Wolffkran's Luckau factory accompanied by Dave Holder, Wolffkran's European operations director and the CPA's Tower Crane Interest Group chairman.

The visit began with a historic tour of Berlin, including the Wall, Checkpoint Charlie, Brandenburg Gate and the Reichstag Building. Weiss also experienced the city's Christmas markets before touring Wolffkran's spare parts distribution facility and main factory the following day.

Weiss said: "The whole experience was amazing.

We saw the complete manufacturing process, from steel preparation through to finishing. I even got to operate one of their yard cranes. The view from the top was simply amazing, you could see for miles."

Dave Holder added: "Shannon showed great interest in our facility. She's a very dedicated person with fantastic knowledge which shines through in her personality. Finning have a real star!"



STARS OF THE FUTURE 2025

Nominations are now open for the 2025 Stars of the Future Awards. Categories include Lifting Technician, Plant Installer, Plant Mechanics, and a new Technical Support Person of the Year award. Winners receive prizes ranging from iPads and tool kits to overseas trips and VIP experiences.

The nomination deadline is March 21st with the ceremony taking place at the Heart of England Conference and Events Centre in Fillongley, Coventry. Nomination forms can be downloaded at: www.cpa.uk.net/skills-training/stars-of-the-future



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NEW WORK PLATFORM OPERATOR COURSE

IPAF has released its updated aerial work platform operator training course featuring enhanced graphics, animations and real life scenarios. The course maintains its global recognition, leading to the IPAF Powered Access Licence (PAL) card upon successful completion which is valid for up to five years.

The course invites both new and experienced operators, along with supervisors and rescue personnel, with no prior experience required.

The programme includes:

- Theory modules covering legislation, machine types, and safety and emergency procedures.
- Category specific training for different aerial work platforms that the candidates wish to operate covering hazards, machine setup and applications.
- Practical hands on experience including conducting site risk assessments, pre-use checks and operating the machines safely.
- Focus on six key risk areas: falls, electrocution, overturns, entrapment, collisions, and machine failure.

IPAF training manager Paul Roddis said: "This new Operator Theory training is a complete game changer, representing the culmination of three years of collaboration with IPAF members from



around the globe. It's the first course of its kind to seamlessly integrate behavioural and learning science into the training itself."

"The course is visually stunning and highly interactive, whether delivered via eLearning or in a classroom setting. It engages learners in diverse ways as the training progresses, creating a unique and effective learning experience."

The course duration varies from one to three days depending on experience and machine categories

selected. Successful candidates receive a digital PAL Card via the IPAF ePAL app.

Chief executive Peter Douglas added: "A lot of time, work, and dedication has gone into transforming and improving the course, and we're confident it will better equip operators around the world with the essential skills and knowledge they need to work safely and effectively."

For more information visit: ipaf.org/mewp-operator-training

STOP OVERTURNS! SAFETY STARTS ON THE GROUND

During the IPAF Summit held in Dublin earlier this month, this year's safety campaign was revealed as Stop Overturns - Safety Starts on the Ground!

Using data from its global accident reporting portal, IPAF's annual safety campaign highlights an important message for those in the powered access industry.

The latest statistics informing this year's campaign show that:

- Fatal overturns increased by 50 percent from January 2021 to December 2023.
- Instability leading to overturn is commonly among the top four causes of lost time incidents (LTIs) annually.
- Aerial work platform overturns typically occur during setup, travel, or operation in inadequate or unsuitable ground or floor conditions. They can also occur while moving category 3A and 3B platforms across unsuitable terrain in either the elevated or stowed positions.

The campaign covers the hazards and risks, from injuries and fatalities to disruption of worksite and psychological impact, along with ways to manage and minimise the risks.

For more information visit www.ipaf.org/safe


IPAF PARTNERS WITH PLATFORMER FOR TURKISH EVENT

IPAF and Platformer are collaborating to host IPAF Platform Turkey in Istanbul on the 29-30th April at The Green Park Hotel. The two day event marks IPAF's return to Turkey after a 12 year absence.

The programme begins with IPAF's professional development seminars (PDS) for instructors on April 29th, free for IPAF approved training centre managers, administrators and instructors. The main conference follows on April 30th, featuring networking sessions and dinner open to both IPAF and Platformer members and non-members.

IPAF chief executive Peter Douglas said: "Turkey is a rapidly growing market with a strong appetite for innovation and safety standards, making this event the perfect opportunity to connect with industry leaders, share knowledge, and strengthen international collaboration."





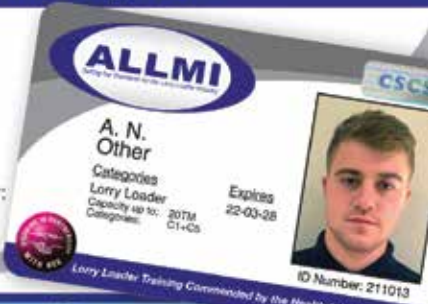
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ELECTION TIME

ALLMI has concluded its annual election for ALLMI chairman and Operators' Forum chairman. Alastair Evans of Hiab was elected to continue as chairman of the association, whilst Steve Frazer-Brown of SFB Consultancy & Auditing has been reappointed to chair the operators' forum, ALLMI's fleet owner division.

Evans said: "I am very thankful for the opportunity to continue in this role. We had another successful year in 2024, with ALLMI's influence and reach being stronger than ever. We look forward to making further progress in 2025, addressing important industry issues and ensuring that safety and standards are paramount in the lorry loader sector."

Frazer-Brown added: "I feel privileged to be appointed to the forum chairman's position once again, continuing to represent fleet owners on the ALLMI board, as well as working with the forum executive committee. ALLMI has always done an excellent job of developing and promoting good practice, but with every year that passes the Association gains further impetus, improving health and safety to the benefit of all those involved with lorry loaders."

For a list of all ALLMI board and Operators' Forum executive committee members, please use the following links:

allmi.com/allmi-board

allmi.com/operators-forum-executive-committee



Alastair
Evans



Steve
Frazer-
Brown

ALLMI TO SUPPORT GLAD 2025

This year, ALLMI will once again partner the Global Lifting Awareness Day (GLAD), taking place on 12th June.

GLAD, now in its sixth consecutive year, is a collaboration between a range of organisations involved with lifting or working at height. Its aim is to promote good practice, compliance, innovation, and recruitment within the lifting industry.

ALLMI chief executive Tom Wakefield said: "This year, GLAD will have an increased emphasis on highlighting careers in the lifting industry, with the aim of inspiring the next generation to explore opportunities in this sector. We applaud this initiative and look forward to continuing our support."

More details at: globalliftingawarenessday.com



MARKET STATS – REMOTE DEMAND

ALLMI has released its loader crane industry sales figures for the second half of 2024, completing market statistics for the full year. Whilst showing a robust performance across a number of sectors, one of the most noticeable markers was the demand for remotes, with over 70% of invoiced sales relating to lorry loaders with control units of this type, and the figure rising to 100% for cranes above 16 tonne/metres.



Whilst remote controls bring many benefits to lorry loader operation, it is important to remember that potential hazards can be created if they are used incorrectly. For this reason, ALLMI publishes a range of freely available guidance material covering the 'Safe Use of Remote Controls', which includes a web-based video, a toolbox talk, and an information leaflet aimed at operators and their immediate supervisors.

To access the material, please visit: allmi.com/safe-use-of-remote-controls.

ILLAPG OPEN DAY – 5TH JUNE

ALLMI will exhibit at the Industry Lifting Lead AP Group (ILLAPG) open day.

Aimed at appointed persons, logistics managers, procurement leads, plant managers, and senior health and safety professionals, the event will be held at GGR's facility in Haddenham on 5th June.

Further details in future issues of ALLMI Focus.



ALLMI TV REMINDER

Readers are reminded that ALLMI is running a campaign to promote the good practice videos freely available via the 'ALLMI TV' area of its website.

ALLMI TV now features the complete 'Safe Use of Lorry Loaders' video, which covers all pertinent subject areas and the applications of 'hook', 'builders merchants' and 'utilities', along with additional content on swing-up stabiliser and remote control safety.

To further distribute the good practice content, ALLMI provides a range of campaign tools, including postcard literature and QR code stickers.

For more details visit: allmi.com/allmi-tv-campaign



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

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THIS ISSUE WILL INCLUDE FEATURES ON:

CRAWLER CRANES

We review the latest crawler cranes looking at new developments and notable applications from around the world.



VAN AND SMALL TRUCK MOUNTED PLATFORMS

Van and small truck mounted platforms continue their transition to electric power systems, with manufacturers developing advanced battery powered chassis and hybrid configurations. In the next issue, we will examine the latest developments.

EQUIPMENT SOURCE GUIDE 2025

The 2025 C&A Source Guide provides a comprehensive directory of the crane, access and telehandler manufacturers that are operating in the international market, detailing the specific model types they offer. Make sure your company is included.

TRAILERS/TRANSPORTATION

Safe and efficient equipment transportation remains a critical operational and financial consideration for rental companies and fleet owners. Trailer manufacturers continue to develop and improve their products, often in partnership with their customer, leading to an increasing focus on application specific designs. The next issue will include a comprehensive review of the latest trailer developments and innovations.



BAUMA REVIEW

Bauma, the world's largest construction machinery exhibition, will take place in Munich next month. The next issue of **Cranes & Access** will provide a comprehensive overview of new equipment/ product launches and show highlights.

Every issue of **C&A** is also packed with our **regular columns** and **news** plus **reader's letters**, **books**, **models**, **training**, along with the latest news from **CPA**, **ALLMI**, and **IPAF**.

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SPANISH STUDENTS AT MANITOWOC



A group of university students from IES Humanejos in Madrid visited Maniowoc's facility in Spain, in order to gain hands on experience with crane technology and operations.

Led by Vicente Sánchez, head of after sales, the students learned about the company's customer support across the Iberian Peninsula, toured the workshops, observed crane repairs, and studied quality control processes. The visit included a meeting with Pier Domenico Ravera, Maniowoc vice president of mobile crane sales for western Europe, who discussed industry opportunities for young professionals.

FATAL CHURCH FALL COSTS £60,000

UK company Ecclesiastical Steeplejacks has been fined £60,000 after an employee suffered a fatal fall from a Birmingham church steeple.

David Clover, 64, fell from a 'bosun's chair' while working on the 60 metre high St Nicholas' Church in Kings Norton. The HSE found that the 'chair' lacked a proper backup fall prevention system such as a double or twin leg lanyard fall arrest harness. The company has now ceased trading.



The Bosun's chair



Clover was suspended at a height of 60 metres

VIOLATIONS COST NEW JERSEY ROOFER

US based RRC Home Improvement faces fines of \$328,545 following multiple OSHA safety violations at its sites in Delaware and New Jersey. The first inspection in June 2024 at a Dover, Delaware site followed reports of dangerous working practices. Subsequent inspections in Lodi, New Jersey revealed multiple safety violations including a lack of fall protection, missing hard hats and eye protection, unsafe ladder use, and an absence of fire extinguishers.

The December citations included four wilful and seven serious violations. OSHA has now added RRC to its 'Severe Violators Enforcement Program', noting that the company has been cited for fall protection violations in five separate inspections since 2017. RRC is contesting all penalties.

WHO TRAINED THEM THEN?

Spotted on a busy Shaftsbury Avenue among the theatres of central London, UK, three men in a boom lift holding onto what looks like a sign from the theatre located next door to the restaurant? Something seems to have gone wrong.

The machine looks like a Manitou 280 J which has a 350kg platform capacity - the three men and their gear could almost make up that weight, let alone the sign which appears quite heavy. Meanwhile the traffic continues around them...



CRUSHING INCIDENT LEADS TO AMPUTATION

UK manufacturer Amber Precast has been fined £60,000 plus £5,406 in costs after an 800kg steel pallet fell from a crane, crushing the legs of employee Wayne Hatton, 46.

His right lower leg was amputated, and he lost two toes from his left foot following the January 2021 incident at Davy Business Park. The HSE found the pallet wasn't secured to the lifting chains and the company failed to implement safe working procedures, while Hatton and his team had not received sufficient training.



Wayne Hatton

SUSPENDED SENTENCE FOR ROOFER

UK self-employed roofer Daniel Hooper, 28, received a 16 week suspended prison sentence, 150 hours of unpaid work and £10,875 in costs after an employee fell more than 7.6 metres from scaffolding.

Iain Smith, 36, a father of three, was carrying roof slates down a ladder attached to the scaffold platform at a domestic property in Devon when he fell and suffered five broken vertebrae, along with skull and rib fractures, spending five days in an induced coma.

The HSE found that Hooper - trading as Hooper Roofing - failed to plan or supervise work at height properly or provide suitable equipment.



Smith fell nearly eight metres

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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Demag non cab side



Demag with telescoped counterweight



Demag with Boom fully extended needs background sorting

LIMITED EDITIONS

For the second issue in a row our stalwart model reviewer Ian Webb of Cranes Etc... has no new models to review. With Bauma around the corner companies are holding new releases until the show, so hopefully he will be able to return in the next issue.

In meantime publisher Leigh Sparrow has a motely collection of old models picked up over the years for one reason or another. Some of them are extremely rare - others are just old. Here is a glimpse of two of them:

Special edition Demag HC100.

The first is a 'special edition' Demag truck crane mounted on a four axle Faun carrier, painted in bright pink and carrying the signwriting for what I believe was a one-off conference and exhibition called the Internationale Hebezeug Ausstellung - IHA - which roughly translates as International Lifting Exhibition. It was held in Recklinghausen, Germany from 25th May to June 3rd 1974. The model is made by NZG to its usual 1:50 scale. The real crane was a 35 tonner and featured a four section 39 metre boom and telescopic counterweight, which while small had an amazing extension range.

The Grove TM2500 - 1982

My second model is hand made in brass and clearly of a larger scale. It was made in the UK

by Beejay models of Brighton, and is a Grove TM2500 launched at Conexpo 1981, initially with a 225 tonne maximum capacity but quickly uprated to 250 and then 275 tonnes following a competition with Liebherr to have the world's largest telescopic crane at the show. In those days cranes such as this could actually lift their maximum capacity - albeit at a three metres radius. The TM 2500 featured a 53.3 metre five section trapezoidal boom and was one of the first telescopic cranes with a pinned boom, a system the company dubbed 'Trap-Lock', after Grove's patented trapezoidal boom. In real life the Trap-Lock system was dreadfully unreliable, at least at the start. Maximum tip height was 81 metres using the swingaway extension topped by an offsettable jib.

I believe that only 12 units of this scale model



Demag with IHI logo



TM 2500 in case



TM 2500 overhead

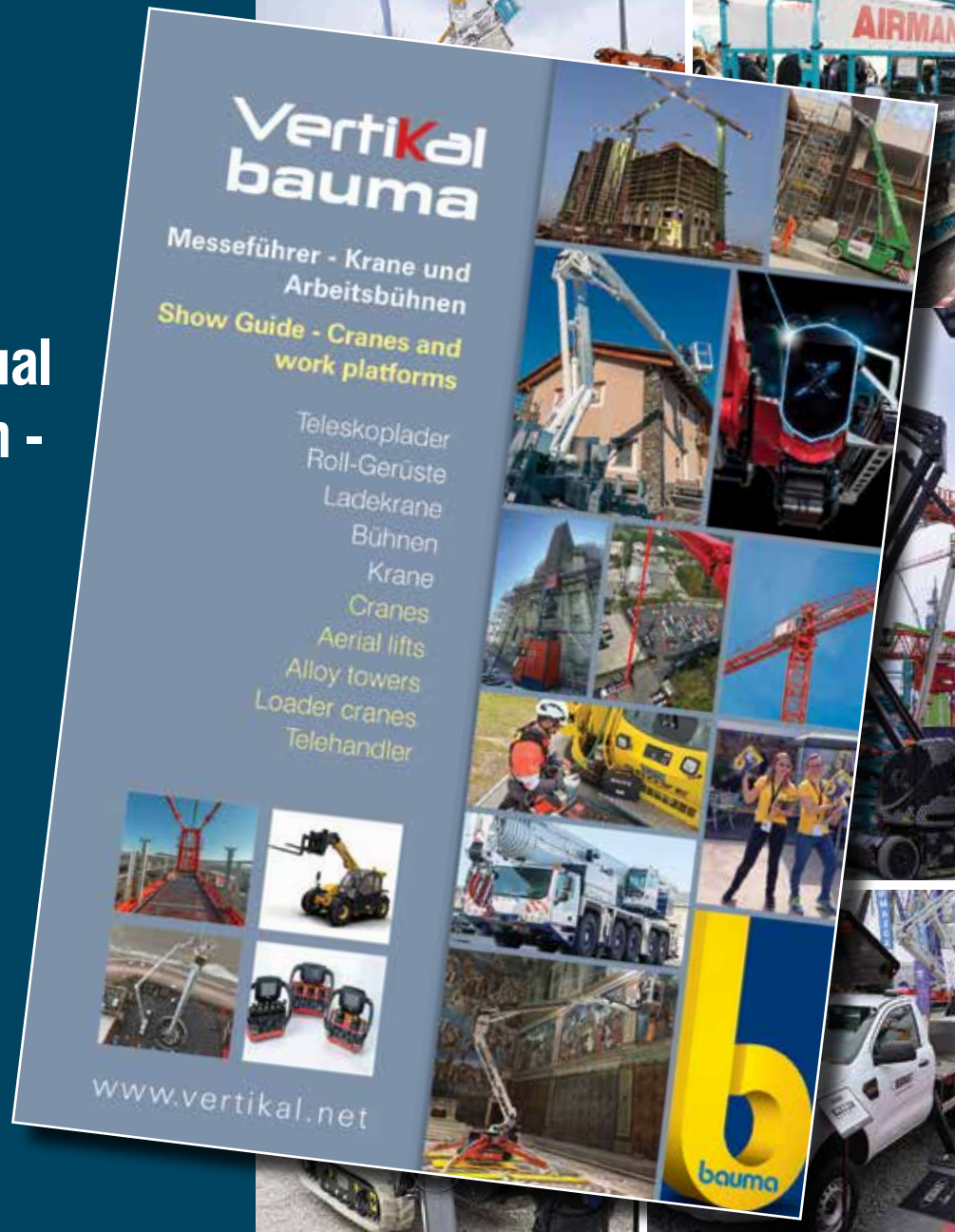
were ever made - one or two painted in customer's colours. It was supplied in a display case, and I am pretty certain does not work, it was designed purely as a prestigious static display model.

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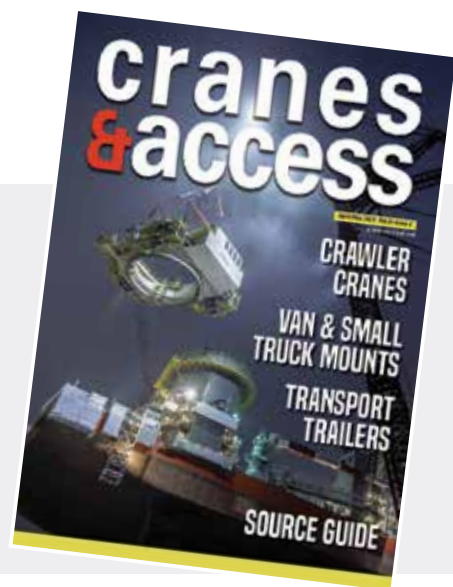
COVER OF THE YEAR ... CHOSEN BY YOU, OUR READERS

The 2024 Cranes & Access cover competition launched in the last issue, saw some enthusiastic reader participation with the April/May issue emerging as the clear favourite capturing 39 percent of the votes. The June issue achieved a strong second place with 18 percent, while issues July/August and December/January each only received two percent of reader votes coming in last place and taking the wooden spoon.

Winning reader

Congratulations to **Harry Sharp** of Encanto Exterior Cleaning whose name was pulled out of the hat from among those that had picked the winning cover. His prize - a bottle of champagne and one of our Going Up in the World books.

As a reminder here are last year's covers



BOUGHTON WINCH CRANE

I have an International Boughton winch crane and what I believe is a BTD 8 track base. Not many of these were ever built, let alone are still around. I brought it a few years ago off a Welsh mountain side with all good intentions, but as usual life and work get in the way.

I am now selling it as all it's doing is deteriorating more and it seems a shame for it to just sit like this. It drove on and off the lorry and into where she sits now. Steering clutches were seized but main clutch was working well. Everything on the crane worked well and engine sounded sweet, apart from all the symptoms of needing a head gasket.

First few pictures are as I bought it, and the other ones are as it stands now. Got plenty of pictures to show how it's come apart already. All the parts are there except a seat.

Will Jones

Will Jones is on Facebook as Grey fergies

Boughton winch is surprisingly still in business, we approached it to find more history on this crane but have so far not had a response.



CARLO LOCATELLI R.I.P

One of the great mobile crane pioneers Carlo Locatelli of Locatelli Gru in Italy has died. He passed away on Sunday, February 16th following a period of ill health, and more than 18 years after handing over the ownership and management of the business that he helped build. He leaves behind his wife, daughter Claudio, son Marco and three grandchildren, on whom he apparently doted.

The Locatelli crane company was founded by Paulo Locatelli in 1954, with young Carlo becoming involved very early on while training as an engineer although it was not his first choice of career. The company originally built basic industrial/municipal and lattice boomed cranes for use by companies in the immediate area.

But in 1962, under the growing engineering influence of Carlo, the small business introduced its first telescopic crane, an Italian version of the American style 'cab down' Rough Terrain cranes which had been pioneered by Austin-Western and in the early 1960s by Pettibone and Galion. The Locatelli's were almost certainly the first Rough Terrain cranes to be designed and built outside of the USA.



Locatelli began with cranes like these

A swing cab Rough Terrain crane arrived in 1977 and around that time the company began talking to UK based Coles cranes following an introduction by the Coles distributor Movimat which sold cranes from both companies, however it never really came to anything. In 1995 Locatelli signed a contact with German manufacturer Krupp to supply Krupp branded Rough Terrains on an OEM basis. The relationship lasted a good few years.



Locatelli was the first non-American manufacturer to design and build Rough Terrain cranes - Carlo is on the left

Carlo began handing over the day to day management of the business around 18 years ago and then in 2007 the family agreed to sell the business to Venpa 3 following discussions with sister company CTE. In 2011 the business was acquired by the Plana Group, made up of local investors in the Bergamo area, where Locatelli is based and has its roots. Plana remain the owners of the business.

Last year Locatelli celebrated its 70th anniversary and Carlo was there to join in with former and current employees and their families. A comment we have received said: "Carlo Locatelli was a great pioneer of the crane industry. He leaves an invaluable legacy of genius, humility and passion. A passion that has accompanied an extraordinary career, marking a precise and glorious era for the mobile crane market in Italy."

The company statement said: "Engineer Carlo Locatelli, was a fundamental figure in the long history of Locatelli Crane. After almost 20 years of new management, his entrepreneurial spirit and innovation continue to live on in the machines we produce and the values we carry forward every day."

"Thanks to his commitment and determination, Locatelli Crane has built solid foundations, allowing us to achieve the standards of excellence that distinguish us today. The new Locatelli crane team together with the Plana Impianti Industriali Group remember him with esteem and gratitude."

"His name will always remain an important part of our narrative."

A couple of other comments received also express the impact Carlo Locatelli had on the industry and the people that make it:

"Ing. Carlo Locatelli left us yesterday. For years at the helm of the family business Locatelli Crane, he was a kind captain, who was able to passionately manage an entire era of the world of lifting. I owe much of my professional career to him, and I will fondly cherish indelible memories of him, never trivial encounters, engaging dialogues and fatherly advice. Thank you Carlo."

Michele Mortarino



Carlo Locatelli

"Talking about Carlo, for me becomes difficult, because my colleagues and I from 1975 to around 2000, we shared with him a good piece of the road he made, of professional and human growth. Locatelli, in the 1970s, was nothing more than a promise in the field of cranes and lifting... then precisely with the common experiences gained, in addition to the desire to grow and confirm themselves on a technical level ... Locatelli became one of the most important Italian manufacturers, with strong recognition and respect from all the other players in the sector..... Slowly, it has become a splendid and solid reality in the world of Italian lifting and beyond....."

Carlo more and more involved and focused on what would later become his creature In 1975 Locatelli developed three models, in the 2000s, it designed and built 11 models, where were sold all over the world.

Ciao Carlo You will always remain in our hearts. Thank you for everything you have taught us.

Piero Pinzauti



Carlo Locatelli celebrates 'his company's' 70th anniversary



Carlo's engineering influence remains - last year Locatelli unveiled its largest RT to date, the 100t Gril 110.100

BARRY JACK BARNES 1943 - 2025

We have received the sad news that veteran UK crane rental entrepreneur Barry Barnes has died. He passed away in the early hours of Monday morning, March 10th, surrounded by his family having suffered a short illness, he was 81. He leaves behind son Chris and daughter Debbie. His wife Christine sadly passed away in 2020 during the Covid pandemic.

Barry Barnes started work as an apprentice mechanic in 1958, shortly after his 15th birthday, working on transport trucks and cranes. It seems that cranes became something of a passion of his and in 1978 at the age of 35 he purchased his first crane, a 12 tonne Coles Hydra 120T, a two axle, single cab/"cab down" truck crane, and started a one man crane rental company trading as Great Harwood Crane Hire covering the area north of Manchester.

He and his wife Christine ran the business together for around 10 years, building it into a very successful company with a fleet of around 20 cranes. As a result of their success, they began receiving enquires to acquire the business, leading them to accept a buyout offer from Grayston White and Sparrow, allowing them to take early retirement in the Isle of Man.

But that did not last long. Barely six months later Barry set up Mann Crane Hire with his son Chris and they built this into a 15 unit fleet, the business is still run by Chris Barnes, who took over the reins in 2006. Given the size of the Island, he has gradually reduced the fleet to six carefully selected new cranes.

When GWS left the Great Harwood area some years later and closed the business, Barry could not resist getting back into it and set up a new Great Harwood Crane Hire with his daughter Debbie, which they built into a 22 crane operation, before selling it to Frank Barnes - no relation.



Barrie Barnes



Christine and Barry Barnes



Barry Barnes in 2018 with a restored Coles Hydra 120T at Vertikal Days

KEVIN WOODS R.I.P

Sadly, we have not been able to obtain sufficient details on the untimely passing of UK crane rental manager Kevin Woods who passed away over the weekend of February 1st. We learnt of his death from the following letter.

Dear Leigh

I'm very sorry to have to pass on the news of Kevin Woods of Ainscough has died. Kevin worked as a lift supervisor for Ainscough for over 30 years mainly out of the Hayes depot. His health was declining over the last few years, and he sadly passed at the weekend from leukemia.

His close colleagues from over the years gathered together to meet up with Kevin a few weeks ago and many had smiles on their faces when reminiscing over the jobs completed in the past and old time sheets....

Respectfully
Malcolm Rodger

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Tel: +1 (703) 698-0291
https://www.scranet.org/SCRA/Content/events/Annual-Conference.aspx

**ERA Convention 2025**

June 4 - 5, Dublin, Ireland
Tel: +32 2 761 16 04
www.erarental.org
era@erarental.org

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The Hire and Rental association of Australia and Elevating Work Platform Association annual convention & expo Melbourne, Australia
Tel: +61 (0) 299982255
www.hriaconvention.com.au
hire25@hria.com.au

**Hire Con 2025**

September 1 - 2, 2025 HIANZ - Hire Association of New Zealand conference & expo Christchurch, New Zealand
Tel: +64 7 575 2563
www.hianz.net.nz/
events@hianz.net.nz

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September 10 - 11, 2025 Newark showground, Nottingham, UK UK/Ireland Crane, access and telehandler event.
Tel: +44 (0) 8448 155900
www.vertikaldays.net

**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.borntolift.de/
innovationstag

**JDL Expo**

September 17 - 19, 2025 France's crane and access event Beaune
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www.jdlexpo.com/
info@jdlexpo.com

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Tel: +1 419-352-5616
www.hcea.net/
info@hcea.net

**Platform Gunleri 25**

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Tel: +90 216 466 87 22
www.platformgunleri.org/
platformder@platformder.org.tr

**Internationale Schwerlasttage**

September 19 - 20, 2025
German conference on heavy lifting, transport, rigging, and installation Hohenrhoda, Germany
Tel: +49 (0) 6181 9060 705
www.schwerlasttage.de
info@schwerlasttage.de

**The Utility Expo**

October 7 - 9, 2025
US utility industry's largest equipment show Louisville, Kentucky, USA
Tel: +1 414-274-0644
www.theutilityexpo.com
TheUtilityExpo@Xpressreg.net

**Crane Safety 2025**

October 14, 2025
Crane safety conference organised by the Institution of Mechanical Engineers. London, UK
Tel: +44 (0)207 973 1251
www.eventsportal.imeche.org
eventenquiries@imeche.org

**CICA National Conference 2025**

Brisbane October 16 - 18, 2025
The annual conference of the Crane Industry Council of Australia Brisbane, Australia
Tel: +61 03 8320 0411
www.conference.cica.com.au/
wise@wiseconnections.com.au

**TCI Expo 2025**

November 06-08, 2025
Tree Care Industry Association annual exhibition St Louis, Missouri, USA
Tel: +1 603-314-5380
www.expo.tcia.org
EXPO@tcia.org

**Liftex 2025**

November 18 - 19, 2025 Liverpool
Annual conference and exhibition of LEFA Liverpool, UK
Tel: +44 (0) 203 488 2865
www.leeaint.com
enquiries@L2Events.com

**Crane Rental Association of Canada Annual Conference**

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

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Tel: +1800 334 2177
http://www.arashow.org/

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www.apexshow.com

**IAA Transportation**

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Tel: +49 30 897842-202
www.iaa-transportation.com/en
stephanie.glaesser@vda.de

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October 8 - 9, 2026
German Access and lifting exhibition Karlsruhe, Germany
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www.platformers-days.de/
philipp.doll@messe-karlsruhe.de

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online-support@glasstec-online.com

**Bauma China 2026**

November 24 - 27th 2026
Tel: +49(0)89 9 4920251
www.bcindia.com

**Smopyc**

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

**Bauma Conexpo India**

September 28 October 01, 2026
Exhibition in India Noida, Delhi, India
Tel: +49 89 949-20255
www.bcindia.com/en/

**2027****Baumag**

January 21 - 24, 2027
Swiss construction equipment show Lucerne, Switzerland
Tel: +41 56 204 20 20
www.baumaschinen-messe.ch

**Executive Hire Show**

February 11-12, 2026 Coventry
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www.executivehireshow.co.uk

**M&T Expo**

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Brazil's construction and mining equipment exhibition São Paulo Expo, Brazil
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