

cranes & access



April/May 2025 Vol.27 issue 2

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**CRAWLER
CRANES**

**TRUCK
MOUNTED
LIFTS**

**HEAVY
TRANSPORT**

**BAUMA REVIEW
SOURCE GUIDE**

Comprehensive Upgrade Fourteen Benefits

PERFORMANCE+

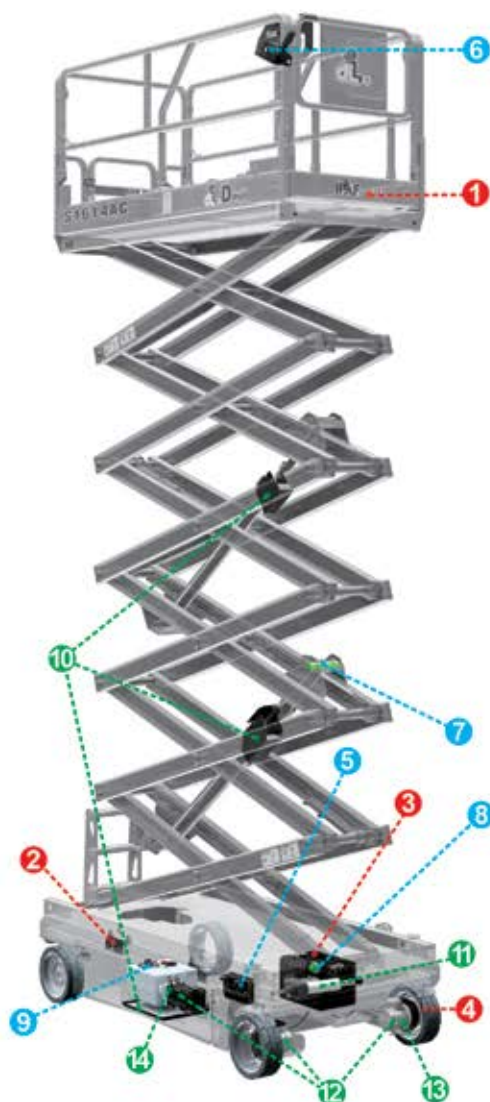
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20% decrease in energy consumption and higher power density



AC+

	272kg	408kg	272kg	450kg	408kg	408kg	363kg	363kg
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With most buyers yet to be convinced to add all-electric truck and van mount lifts to their fleets, diesel power remains the dominant power source although hybrid models are gaining some following. We round-up the latest new product launches as well as the consolidation among manufacturing companies.

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We take a closer look at Goldhofer, a company that can trace its history back more than 300 years and remains a leading heavy transport and haulage trailer manufacturer. We also highlight a few new products and interesting applications.

BAUMA 2025 REVIEW 39

This year's Bauma confirmed the shift in the world order when it comes to aerial lifts, cranes and to a lesser extent telehandlers. And although attendance was slightly lower than the record breaking 2022 show, a staggering 600,000 visitors from almost 200 countries attended the seven day event. Here are our highlights.

SOURCE GUIDE 2025 49

This year's C&A Source Guide lists all the crane, access and telehandler manufacturers that are active in the international market, detailing the specific model types they offer. Unusually there are a fair few new entrants this year.

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ON THE COVER

Heavy lift and haulage specialist Mammoet used 3D modelling and a 750 tonne crawler crane to install components in tight spaces during the construction of the first large scale Carbon Capture and Utilisation (CCU) plant for Heidelberg Materials' new cement plant in Lengfurt, Germany.



IN THE NEXT ISSUE Scheduled for publication in late June, the next issue of Cranes & Access will include features on Low level access equipment, Telehandlers, All Terrain cranes along with new Technology and software. 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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Vertikal
Press



COMMENT

WHY TELEHANDLERS?

For some reason Chinese equipment manufacturers seem to think that telehandlers are the next big thing. It was not so long ago that they were only really popular in a few countries such as the UK, France and to a lesser extent North America with its high boomed versions.

The reason for their existence is simple, unloading and moving palletised loads on job sites and farms, although today an array of attachments make them far more useful than that. However, most European building sites have managed pretty well with small self-erecting tower cranes.

But times they are a changing... global sales of construction telehandlers - which apparently now outnumber their agricultural cousins almost four to one - are growing as they are more widely adopted in a growing number of countries. Annual volumes are forecast to reach 90,000 units, having been stuck at the 40 to 50,000 level for many years. These are serious numbers and enough to tempt new players into the market.

However, it seems that building a good, competitively priced telehandler is more difficult to master than one might expect. One European manufacturer told me that it was not overly worried about a 'Chinese invasion' because telehandlers and their attachments are more difficult to master than most realise.

The European telehandler market has for many years been a two horse race between JCB and Manitou with others some distance behind. In the US, acquisitions made JLG the dominant player with the market's high boom concept working as a sort of non-tariff barrier.

If you cast your eye over the world's top equipment manufacturers - Caterpillar, Case, New Holland, Deere, Volvo and Komatsu etc.. most have at one time or other tried to enter the telehandler market and failed. The three Chinese

manufacturers that are now part of this club - XCMG, Sany and Zoomlion - feel it's their turn to have a go at cracking the telehandler market, along with a few smaller manufacturers.

Have they discovered something the others missed? Or will their efforts go the same way? At the moment there is really no discernible domestic market in China, is this about to change in spite of a weak construction equipment market? There is growing telehandler interest in markets such as Turkey and parts of Asia which may keep smaller local manufacturers happy, but not the global players.

So where is all this going?

Price is of course a factor. If the new players are able to undercut the market price - which is doubtful as they all use similar components - they will be accused of dumping. If they cost the same or more, customers will stay with the products they know, and for which there is a solid secondary market.

What history tells us is that building a top performing telehandler to the current market price levels has baffled many leading manufacturers for years. Liebherr knew this and chose a multi decade strategy with no specific market share targets, something public companies struggle with. The top European producers are market leaders for good reason.

I suspect that when Bauma 2028 comes around the picture will have changed again in terms of the number of telehandler manufacturers... I have a feeling I know which way it will go.

Mark Darwin

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

HIDROMEK'S FIRST TELEHANDLER

Turkish earthmoving manufacturer Hidromek unveiled its first telehandler - the 4,000kg/18 metre HMK 40-18 TH - at Bauma.

The new machine uses a four section boom with top mounted telescope cylinder and chain extension system. With aggressive modern styling, it features a high pressure piston type hydraulic pump, powershift transition and reverse fan cooling. Maximum lift height is 17.65 metres, with up to 13.1 metres of forward reach. Overall width is 2.4 metres, overall stowed length 6.4 metres and overall height 2.55 metres, while total weight is 12,500kg.



NEW 70M TRUCK MOUNTS

Bauma saw the launch of two 70 metre plus truck mounted lifts - Altec Teupen's 72 metre TE720 and Multitel's all new 70.6 metre MJE710.

The TE720 was designed and built in just over a year by ex Palfinger employees who joined Teupen when Palfinger closed the old Wumag plant in Krefeld. Mounted on a four axle, 32 tonne P 500 Scania chassis, the TE720 features a 600kg maximum platform capacity available up to a platform height of 66.8 metres with 320kg available at the full 71.6 metres maximum outreach is 42 metres with 120kg in the platform, available through 360 degrees. Maximum up&over reach is 46 metres, and the machine can work 17 metres below ground level. The jib has 220 degrees of articulation. Chassis options include MAN and Volvo.



MJE710 MULTITEL PAGLIERO

Multitel also debuted its all new 70.6 metre MJE710 truck mount mounted on a 32 tonne Volvo chassis. The unit is equipped with a five section main boom, three section upper boom and articulating jib.

All services are fully enclosed and protected. Outreach with the maximum platform capacity of 600kg is 28.5 metres, while 33.7 metres is possible with 280kg and 37 metres with 100kg. Platform rotation is 360 degrees - 180 degrees in each direction. The lift can be quickly converted to a crane with a 1,500kg winch.



TWO UNIC SPIDERS

Unic Cranes launched two new spider cranes at Bauma - the eight tonne URW-806-3 and the four tonne UM445. The URW-806-3 is a development of the URW-706-2 and features a six section boom with a maximum capacity of eight tonnes at 1.7 metres radius, reducing to 1,350kg at its maximum height of 19.5 metres, or 800kg at 25.2 metres with the hydraulic jib. Transport dimensions are 5.6 by 1.67 metres with an overall height of 2.18 metres. Total weight is 8,520kg with power coming from a Kubota diesel, the electric version weighs 8,670kg.

The smaller UM445 has a five section main boom and provides a maximum capacity of four tonnes at 1.8 metres radius or 1,840kg at its maximum lift height of 10.9 metres, or 880kg at 16.4 metres on the jib.

Transport dimensions are 3.1 metres by 750mm with an overall height of 1.95 metres. Overall weight is 3,830kg with power from a lithium-ion battery pack that can be topped up while operating, with charging times of three hours on 200V. The first unit was purchased by Irish rental company Liffey Crane Hire.



UM445



URW-806-3

BIG PLATFORM BOOM FROM TADANO

Tadano has returned to the big platform, high capacity self-propelled boom lift market - historically referred to as a 'scissor on a stick' - with the 63ft AS-63HD Rough Terrain lift. It will initially only be available in North America. The new machine - similar to Tadano's SuperDeck introduced in 2001 but dropped a few years later - features a 4.2 metre long by 1.94 metre wide platform, mounted on a heavy duty four section telescopic boom with 360 degree continuous platform rotation and 360 degree slew.

Maximum working height is 21 metres and maximum outreach is around 12 metres, at which point the platform capacity is 120kg. The maximum platform capacity of 1,000kg is available at up to 5.6 metres of outreach while the unit is driveable up to a 9.1 metre platform height.

When stowed for transport, the AS-63HD has an overall length of 6.9 metres, an overall width of 2.46 metres and an overall height of 3.4 metres with guardrails up, dropping to around 2.7 metres height when folded down. The overall weight is 12,800kg. Power is supplied by a Kubota diesel. The first machines will be available around mid-year and all being well, rolled out to other markets next year.



FIRST 56M ALL-ELECTRIC TRUCK MOUNT

Bronto Skylift together with Swiss professional cleaning services company Rohr and Swiss electric truck manufacturer Designwerk Technologies have developed a new 56 metre truck mounted platform, the S56XR on an all-electric chassis. The new machine was unveiled at Bauma, last month.

Designwerk's four axle MC 8x2R e-truck features three steered axles - front two and rear - a 500kWh battery and four drive motors. The travel range should be around 180km with recharge times from 10 to 80% in as little as an hour with a fast charger.

The first unit has been purchased by Rohr and the lift has a maximum outreach of 40 metres, a maximum platform capacity of 600kg with an extendable cage, and 180 degrees of platform rotation. GVW is 30 tonnes. Other features include a washing system with integrated water line, power outlets in the platform and a 360 degree camera system for increased safety.

Patrick Dörge of Rohr said: "We were able to contribute our many years' of expertise in window and façade cleaning to the development process and are proud that we will be the first company in the world to use a fully electric truck mounted platform of this size."

The new concept is based on the proven Bronto S-XR range. The lift's software has been modified to fit an electric PTO to save energy during operation for longer working periods and keep the operator notified on battery charge status.



The first unit has been purchased by Swiss professional cleaning services company Rohr

MANITOWOC ACCUSES KOBELCO OF DUMPING

Manitowoc Cranes - which owns the Potain, Grove and National Crane brands - has filed an anti-dumping petition with the U.S. International Trade Commission and U.S. Department of Commerce alleging that Japanese manufacturer Kobelco has been selling lattice crawler cranes at predatory 'dumping level' prices. It also names Sumitomo and its affiliate Link-Belt in the claim.

Chief executive Aaron Ravenscroft said: "Our action today clearly indicates that Kobelco's behaviour has harmed our US lattice boom crawler crane operations. We trust that the U.S. Government will swiftly take action to level the playing field in support of our hardworking U.S. employees."

When asked, Kobelco provided the following statement: "We, Kobelco Construction Machinery, do not recognise any dumping practices and would maintain a stance of responding sincerely to inquiries from both the International Trade Commission (ITC) and the Department of Commerce (DOC)."

JLG UPGRADES FLEET MANAGEMENT SYSTEM

JLG has expanded its ClearSky Smart Fleet platform with three new features aimed at improving fleet management and diagnostics. The Digital Analyser Reader allows technicians to access and adjust machine parameters via mobile devices, replacing traditional handheld analysers. The system displays machine data and generates shareable diagnostic reports.

The Automatic Site Networks uses Bluetooth mesh technology to track equipment location and movement in real time. The system automatically integrates machines as they arrive on site, providing proximity based alerts.

The third feature, Elevation Based Localisation uses barometric pressure sensors in ClearSky Smart Fleet beacons, to help users locate equipment in multi-storey buildings by identifying whether a machine is above or below the user's position.



PALAZZANI'S NEW SPIDER LIFTS

Italian spider lift manufacturer Palazzani has started shipping the 16 metre TZJ 160 and 18 metre TZJ 180 spider lifts. The TZJ 160 has a maximum working height of 16 metres with 7.6 metres of outreach at an up & over height of seven metres with an unrestricted platform capacity of 230kg. The unit has an overall stowed width of 775mm extending to 955mm for travel.

Overall height is 1.98 metres and the overall length 4.7 metres, while total weight is 2,400kg.

Its larger sibling, the TZJ 180, has an 18 metre working height and 8.2 metres of outreach at an up & over height of eight metres whilst maintaining the same 230kg unrestricted platform capacity. The stowed width is also 775mm extending to 955mm with an overall length of 5.28 metres and all up weight of 2,500kg. The outrigger spread is three metres.

Both models feature 180 degree platform rotation and are available with either Honda petrol or Kubota diesel power units. Electric and hybrid versions are scheduled to join the line-up in the near future.



The TZJ 180 also on display



The TZJ 160 on the roof of Palazzani's stand at Bauma

BIGGEST IGO TO DATE

Potain has launched its largest self-erecting tower crane to date - the eight tonne Igo T 139. The new crane has jib lengths of 50 or 55 metres and jib tip capacities of two and 1.2 tonnes respectively in Potain Plus capacity mode which slows function speeds and checks other parameters such as wind speed are suitable for the higher capacities.

Hook heights can be extended to 40.7 metres, with the addition of a six metre tower section. The 4,050kg ballast slabs incorporate a new design feature for easier stacking on the crane which can be erected with the help of Potain's Smart Setup function. Options include an 'Ultraview' cab for jobs that need the operator to be above ground level and the Potain Connect telematics platform. Finally, the crane can be towed at road speeds of up to 80kph as an articulated semi-trailer.



FIRST JLG MICRO SCISSOR

JLG has introduced its first micro slab electric scissor lift, the 19ft ES1930M. It has a working height of 7.6 metres indoors, or 4.5 metres outdoors, with a platform capacity of 227kg or two people.

The scissor stack incorporates a single lift cylinder with a newly designed stack design, with an offset middle pin configuration. Overall width is 760mm, stowed height 1.9 metres with guardrails raised, and overall length 1.47 metres. Total weight is 1,360kg and power comes from two 12 volt batteries. A 550mm roll out deck extension, active pothole protection, variable tilt technology, ClearSky Smart Fleet telematics and a leak containment feature are all standard.

SKYJACK'S FIRST HYBRID BOOMS

Skyjack has introduced hybrid versions of its all-electric articulated Rough Terrain boom lifts. They include the 45ft SJ45 AJHE+ and 60ft SJ60 AJHE+, which feature three operating modes - pure electric, automatic top up and manual recharging. As with the new all-electric boom lifts they feature an electric powered axle type drivetrain, but also have an HVO ready diesel generator pack/range extender.

Working heights are 15.72 and 20.29 metres respectively, the SJ45 has a 300kg unrestricted capacity with 7.62 metres outreach at an up & over height of 7.45 metres, while the SJ60 has a dual platform capacity of 300kg at the maximum outreach of 12.06 metres or 454kg at 9.25 metres, both at an up & over height of 8.31 metres. The overall weights are slightly higher than the diesels at 5,488kg and 8,888kg respectively.



RAXTAR'S BRAVE NEW TRANSPORT PLATFORM

Construction hoist specialist Raxtar has launched a new 850kg transport platform - the RX850TP - one of its new 'Brave' series. It features a 1.7 by 1.42 metre load platform with an internal height of 2.26 metres. Lift speeds are 12 or 24 metres a minute, while mast sections are 1.5 metres long, weigh 47.5kg each and can be assembled to a maximum height of 100 metres.

Power comes from a 3kW/400V motor, requiring a minimum 16 amp three phase connection. Features include PLC controls with touchscreen interface and push button operation, while installation and drop test controls, cable basket and galvanised/powder coated finish are standard.



SARENS UPGRADES HEAVY LIFT RING CRANE

Belgian heavy lift specialist Sarens has launched the 3,500 tonne/140,000 tonne metre SGC-120/1 ring crane developed at its Wolvertem research & development facility in Belgium.

The crane is an upgraded version of the SGC-120 launched in 2011 with 45 percent capacity improvements in some parts of the chart. It features multiple main boom configurations of 88.7, 118 or 130 metres, while a 'light duty' jib extends to 89.5 metres, and heavy duty jib configurations range from 40.5 to 99.5 metres. The crane operates with 96 wheel bogies and can be configured with either 3,600 or 4,200 tonnes of counterweight. Assembly time is between four and five weeks and it maintains the same footprint as its predecessor with an outer ring diameter of 38.5 metres, extending to 44 metres when the ground mats are included.



LGMG

-2 SERIES SCISSOR LIFT



MODELS	S0607E-2	S0808E-2	S0812E-2	S1012E-2	S1212E-2	S1413E-2
Max. Working Height	7.8m	9.8m/8m (in/out)	10m	12m	14m/9.5m (in/out)	15.8m/10m (in/out)
Platform Capacity	230kg	230kg	450kg	320kg	320kg	320kg



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MAXIM TAKES FIRST TADANO CC 78.1250-1

Maxim Crane Works - the largest crane rental company in the USA - has ordered the first two 1,250 tonne Tadano CC 78.1250-1 lattice crawler cranes. Tadano says that it has received a great deal of interest in the new model and expects to announce further sales shortly.

The new machine is a redesigned, upgraded and enhanced version of the CC 68.1250-1 and features a maximum hook height of 224.5 metres when equipped with a 15 metre fixed jib, at which point it can handle up to 140 tonnes. Delivery is not expected until late this year at best.

Maximum chief executive Paul McDonnell said: "The specifications of the CC 78.1250-1, including its load charts and transport efficiency, made it an easy choice for our fleet. We can't wait to have this crane available to work on critical projects."

A BIGGER MEC BOOM

MEC has launched its largest boom lift to date, the 135ft 135-RJ telescopic, which features a four section boom topped with a jib with 135 degrees of articulation and 120 degrees of side to side rotation, providing a maximum working height of 41 metres and a maximum outreach of 24 metres.

Maximum platform capacity is 408kg at full height or at an outreach of up to 21.33 metres when the jib is restricted to 60 degrees of rotation. 272kg is available at the maximum outreach of 24.4 metres, while unrestricted jib rotation is available at up to 12.2 metres outreach. A 2.3 metre by one metre triple entry work platform is standard.

Overall transport length is 11.9 metres with a stowed width of 2.5 metres, extending to 4.5 metres in work mode with swing out axles. The overall stowed height is 2.8 metres and total weight is 20,310kg. Power comes from a Tier 4 Final Deutz diesel, with standard four wheel drive and 360 degree continuous slew, while time to full height is 120 seconds.



ROBOTICS FOR MANITOU

Manitou has acquired the robotics division of French technology and test bench development company Sitia. The transaction includes the intellectual property of the robotics division and seven engineers who will integrate into Manitou's R&D teams.

Sitia develops and produces test benches for laboratories, technical centres and end of line testing, mostly in the automotive, aerospace, rail and agricultural machinery industries. The company established the robotic innovation department a few years ago and is based in the Nantes region, as is Manitou.



SINOBOOM ACQUIRES HOLLAND LIFT

Chinese manufacturer Sinoboom has acquired the Holland Lift brand name and associated intellectual property through its Dutch subsidiary Sinoboom BV. The liquidation of Holland Lift was announced in August 2023 when its product range included more than 30 models with working heights from 16 to 34 metres. The Holland Lift designs will be subject to a "technical adaptation and integration phase" including the integration of Sinoboom's latest operating systems. Prototypes will then be manufactured to be submitted for certification.

The new machines will be branded 'Holland Lift by Sinoboom' and will be manufactured across all of Sinoboom's production facilities starting in Poznan, Poland. The company plans to build the first models during the first quarter of 2026, with the rest of the range phased in after that.

Holland Lift parts

Holland Lift's replacement parts inventory was acquired last year by Skyhigh and Tjaco Sussenbach which had previously opened a Holland Lift support business. We understand that the two companies are talking.

SCHEUERLE' S ELECTRIC SPMT

German trailer manufacturer TII Scheuerle has launched a battery electric power pack unit (ePPU) for its Self-Propelled Mobile Transport units, compatible with all generations of two to four axle lines.

With the same performance as its most powerful diesel Z390 power pack, the new unit is capable of operating up to 26 driven pendulum axles or 40 conventional axle lines. The lithium ion battery pack is said to provide sufficient power for a full working day's operation with recharging from 20 to 80 percent possible in less than 30 minutes using a 300kW CCS power plug, or overnight with a 44kW AC connection. The company says it is four times more energy efficient than the diesel with fewer moving parts and lower maintenance needs.



NEW STAFFORD LUFFER

Irish American and Portuguese tower crane manufacturer Stafford Tower Cranes has launched a new 20 tonne STL.257 luffing jib tower crane with a 60 metre jib and 40 metres of tower for an under hook height of almost 58 metres.

Maximum jib tip capacity is 3.3 tonnes at its maximum radius, which can be increased to four tonnes in specific configurations. The crane has a rear counter slew radius of 7.5 metres, while hoist options include 70kW or 110kW drive motors, with the larger unit offering line speeds of up to 250 metres a minute.

The company is also introducing a new cab across its range, along with an inboard mounted operator elevator. A larger STL.757 model has a maximum capacity of 42 tonnes and 5.8 tonne tip capacity.

The new 20 tonne STL.257 luffing jib tower crane



The new cab



NEW TRACKED CARRIER CRANE FROM BG LIFT

Spider crane manufacturer BG Lift has introduced two new 990kg capacity telescopic cranes mounted on tracked carriers, one hybrid and one all-electric. The hybrid is powered by both a combustion engine and an electric motor, each equipped with dual hydraulic pumps feeding two independent distributors, one dedicated to controlling the tracks and winch, and the other boom elevation, telescope and slew. When the crane is not lifting, an 'intelligent solenoid valve' automatically redirects flow from all four pumps to the track drive, boosting power and travel speed.

Maximum lift height on main boom is almost five metres at which point it can handle 510kg at a radius of 1.5 metres or take 260kg out to 3.6 metres. Offsettable extensions take the tip height to six metres with a 320kg capacity.

The M100E lithium has up to 180 degrees of slew thanks to an active stability control system that employs a network of integrated sensors which measure lift cylinder pressure, boom length and elevation along with slew angle and track extension of 780mm to 1.1 metres. Inputs are processed dynamically in order to constantly adjust lifting and travel functions.

With the tracks extended and a main boom angle of up to 25 degrees, the crane can pick & carry its chart. At higher boom angles, it can handle static lifts through 180 degrees - 90+90 degrees.



The new M100

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FINANCIALS ROUND-UP

Manitowoc, the owner of the **Grove**, **Potain**, **National Crane**, **Shuttlelift** and **MGX** brands saw first quarter revenues drop 4.9% to \$470.9 million, although service revenues were 10.6% higher at \$160.6 million. Order intake improved 10.1 percent to \$610.3 million, while a pre-tax loss of \$8.8 million compares to a profit in the first quarter of 2024 of \$6.4 million.



Genie's first quarter revenues declined 27.8% to \$450 million. Order intake was 14% lower at \$1.58 billion, leaving the backlog 39% lower at \$1.01 billion. Operating profit fell 97% to \$2 million, although this does include \$14 million of 'exceptionals'. The company is anticipating a decline in full year revenues of 20% to \$2.41 billion.



JLG/Hinowa/Ausa revenues for the first three months crashed 22.5% to \$957 million, due to lower sales in North America and higher discount levels, order intake was \$940 million compared to \$1.26 billion last year. Operating profit plunged 50.5% to \$103.1 million.



Liebherr has published its results for 2024, showing a 13.4% increase in mobile and crawler crane sales to €3.92 billion, while tower crane sales declined 38.2% to €315 million, thanks to slower sales in Europe.



Loader crane manufacturer **Hiab**, now a stand alone company, has reported a 1% fall in first quarter sales to €411 million, while order intake fell 2% to €378 million. Pre-tax profit however, improved 7% to €64.1 million.



Haulotte has reported a slower first quarter with revenues declining 17% to €131 million, mostly due to lower new equipment sales.



Finnish container crane and reachstacker manufacturer **Kalmar** posted first quarter revenues down 9% to €398 million, but order intake jumped 20% to €480 million. Pre-tax profit declined 9% to €43.4 million.



Loader crane and aerial lift manufacturer **Palfinger**, saw revenues fall 4.5% to €552.5 million due to the weak order book at the start of the year. Pre-tax profits slumped 30% to €31.5 million due to the lower revenues and higher distribution costs.



Telehandler & aerial lift manufacturer **Manitou** saw first quarter revenues decline 12% to €600 million, due to a 16% fall in new equipment sales. Order intake rebounded from €186 million last year to €574 million this year, a 209% increase. The order book at the end of March was €1.17 billion.



US based **United Rentals** reported first quarter revenues of \$3.72 billion, up 7.4% on last year's record. Pre-tax profit however, declined 1% to \$688 million. Capital expenditure was 19% higher at \$707 million.



Alimak's first quarter revenues were roughly flat at SK1.73 billion (€158 million), while order intake jumped 16% to a record SK2 billion (€187 million) and pre-tax profit soared 39% to SK247 million (€22.5 million). Net debt at the end of the quarter was just over 10% lower at SK2.38 billion (€217 million).



Herc Rentals in the USA saw revenues to the end of March decline 7.1% to \$861 million, while last year's pre-tax profit of \$81 million was converted into an \$8 million loss this year partly due to \$74 million transaction costs associated with the H&E acquisition. Capital expenditure was \$187 million, compared to \$332 million in 2023. The average age of the fleet was 47 months.



The UK division of lifting chain manufacturer **Pewag**, which also owns **Modulift** and **LMS**, has acquired web sling and lifting gear manufacturer **Aberdeen Web**.



Welsh lifting equipment manufacturer **Reid Lifting** has acquired its French distributor Reid Lifting France, its first acquisition following new funding and banking facilities from Santander in February.

US rental company **Maxim Crane Works** has acquired the tower crane assets of Florida based **Sims Crane & Equipment**.



UK rental company **Quick Reach Powered Access** has entered insolvency administration having struggled with its debts and a series of unfortunate events.



US rental company **Herc Rentals** has extended its tender offer to acquire all of the shares in **H&E Equipment Services**.



AXG Roofing in Chicago has filed a Class Action lawsuit claiming that **United Rentals** and four or more competitors, collaborated to fix rental rates with data provided by **Rouse Analytics**.



UK based lifting gear supplier and testing company **RHC Lifting** - part of **WH Scott group** - has acquired **Premier Lifting and Safety**.

UK rental company **Aerial Platforms Limited (APL)** has been acquired by the **Centurion group**, which in turn is part of Texas based private equity firm **SCF**.



Manitou has acquired the robotics division of French technology and test bench development company **Sitia**.

UK crane rental company **Ainscough** has reported revenues of £121.9 million, up 4% for the year to the end of September, while pre-tax profit increased almost 49% to £11.28 million. Capital expenditure was £26 million, including a £24.5 million investment for new cranes.



DIECI'S AI HI-VISION

Italian telehandler manufacturer Dieci has launched Hi-Vision - an Artificial Intelligence (AI) visual assistance system - on three Pegasus Elite 360 degree models: the 10 tonne/29 metre Pegasus 100.29, the seven tonne/35 metre Pegasus 70.35, and the six tonne/40 metre Pegasus 60.40.

The Hi-Vision system comprises six high resolution 360 degree cameras providing visibility up to 30 metres, three lidar sensors for 3D environmental mapping, a central processing unit that processes data eight times faster than standard units and a cab mounted display. The system displays real time warnings when a person is detected near the machine, obstacle identification in the outrigger zones, ground condition monitoring and attachment change assistance.



One of the six cameras on the telehandler

LIEBHERR UPDATES RTG RANGE

Liebherr Container Cranes has introduced an updated range of Rubber Tired Gantry cranes (RTGs) with five base models offering electric, hybrid and variable speed options.

The range includes two fully electric models - the RTG-CB with a conductor bar power supply and the ERTG-CRD with a cable reel - and two hybrid versions - the RTG-HC using super capacitors with a smaller diesel generator and the battery powered RTG-HB. The fifth model - the RTG-VSG - features a variable speed generator for improved fuel efficiency.

All models retain Liebherr's eight rope reeving system along with the company's Liduro drive system and can be specified with various levels of automation including full autonomy or remote operation.



A Liebherr RTC-HB

IPAF'S 2025 SAFETY CAMPAIGN

IPAF has launched its 2025 Global Safety Campaign 'Stop Overturns - Safety Starts on the Ground' following a 50% increase in fatal overturn incidents between January 2021 and December 2023.

The IPAF Accident Reporting Portal shows 108 fatalities, 64 major injuries and 25 minor injuries from overturn incidents in the past decade. North America accounted for 64% of cases, Europe 18% and Asia 22%.

The campaign includes new guidance on ground conditions, while key recommendations include thorough ground assessment, route planning, regular maintenance and operator training.

The statistics show that 33 percent of overturns involved scissor lifts, 28 percent vehicle mounted platforms boom lifts 23 percent and spider lifts 12 percent.



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NEWS HIGHLIGHTS

- **Magni** has promoted **Alexander Reisch** to MD of Magni Deutschland
- US's **Barnhart** has promoted **David Webster** to president
- Germany's **Ulferts** has taken the first 110t **Liebherr** LTM 1110-5.2 with driver assist
- UK's **Nationwide Platforms** has launched weekly mental health walks
- Germany's **Wocken Industriepartner** has taken two 60ft **Skyjack** SJ60 AJHE+ hybrid booms
- **Sinoboom** has introduced new global platform livery
- **Palfinger** has appointed **Marianne Heiss** to its supervisory board
- Scotland's **Bernard Hunter** has taken a 150t **Liebherr** LTM 1150-5.3
- Germany's **Königstein Fortress** has taken a 22m **Ruthmann** BlueLift SA22
- Germany's **Roggermaier** has opened its 12th location
- **Palfinger UK** has opened a new Dartford depot near London
- **Manitowoc Australia** has relocated to new facilities in Sydney
- US crane pioneer **Ray Gene Anthony** has died
- **Sarens** has signed a strategic agreement with **XCMG**
- UK's **GGR** will host the **ILLAPG** meeting on June 5th
- Italy's **Axolift** has appointed **Svelt España** as its distributor for Spain
- India's **Sheetal Engineering Works** has been appointed **Ace** dealer for W.India
- UK's **Star Platforms** has appointed **Michelle Timms** as group financial controller
- **Foster Cranes** has established **Jekko UK**
- Germany's **Beyer-Mietservice** has taken 50 **Manitou** telehandlers
- Sweden's **Tenstar Simulation** has partnered with **Liebherr** for crane simulators
- **Merlo UK** has appointed **Mike Rich** as western regional sales manager
- Serbia's **RT Trans** has taken a 700t **Liebherr** LTM 1650-8.1
- UK's **Quick Reach Powered Access** has entered administration
- **Manitou** and **Kiloutou** have started electric telehandler conversion tests
- Finland's **E. Helaakoski** has appointed **Eero Heikkinen** as CFO and **Jarmo Hartikainen** as regional manager
- UK's **Clearview** has ordered three **Ruthmann** truck mounts
- US' **Crane Service Inc** has ordered a 180t **Liebherr** LG 1800-1.0
- **Haulotte** has appointed **Guillaume Van Hoeck** as European MD
- Czech Republic's **AG Transport** has taken an 800t **Liebherr** LR 1800-1.0
- Germany's **Kunze** has added **Elma** Cranes to its fleet
- Chile's **Iquique Terminal** has taken a 125t **Konecranes** harbour crane
- **JLG** has integrated **Ausa** parts into its eCommerce platform
- Netherlands' **CCT** has ordered a 125t **Konecranes** Gottwald ESP7 harbour crane



Alexander Reisch



Marianne Heiss



Ray Anthony



Michelle Timms



Mike Rich



Eero Heikkinen

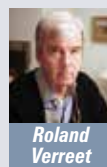


Jarmo Hartikainen



Guillaume Van Hoeck

- Germany's **Roland Verreet** has marked 50 years in wire rope
- Italy's **Autotrasporti Porro** has taken a 450t and 80t **Tadano** AT
- South Africa's **Eazi Access** has opened new Repair & Service Centre
- Caribbean based **Easyloc** has taken seven 20m **Multitel** truck mounts
- UK's **Eastern Crane Hire** has taken a 60t **Liebherr** LTM 1060-3.1
- UK's **Reid Lifting** has acquired **Reid Lifting France**
- US' **Bailey Cranes** has appointed **Timothy Cooley** as sales director
- Italy's **Axolift** has appointed India's **Gemini** as distributor
- Denmark's **Slagelse Liftudlejning** has ordered a 90m and 100m **Ruthmann**
- Germany's **Sönke Jordt** has taken an 80t **Grove** GMK4080L
- **Sarens** has upgraded its 3,250t SGC-120 ring crane
- US' **Engineered Rigging** has appointed **Allisa Olstad** as finance director
- Italy's **Flash Battery** has invested € million in automation
- UK's **RHC Lifting** has acquired **Premier Lifting and Safety**
- **Sinoboom** has promoted **Alistair Palacioglu** to Middle East VP
- Brazil's **Transnacional** has taken a 750t **Liebherr** LG 1750
- Germany's **Bott Group** has taken four **Grove** All Terrains
- UK's **Hodgson Tool Hire** has taken a 20m **Imer** R20DA spider lift
- **Genie** has appointed Germany's **Trex.Parts** as a parts dealer
- Germany's **Spallek** has taken a 300t **Liebherr** LTM 1300-6.3
- **Platform Basket** has launched a mobile technical documentation app
- UK's **CPA** has promoted **Peter Brown, Chris Cassley and Katie Kelleher**
- Scotland's **Bernard Hunter** has taken a 2.8t **Maeda** MK3053C spider crane
- Italy's **Bonfoco** has taken two **Multitel** truck mounts
- Netherlands' **Raxtar** has launched the RX850TP transport platform
- Italy's **Autovictor** has taken a 300t **Tadano** AC 6.300-1
- US' **Crane Service Co** has taken a 300t **Liebherr** LTM 1300-6.2 & 700t 1650-8.1
- **Unic** has launched the URW-806-3 and UM445 spider cranes
- Turkey's **Istanbul Vinç** has taken 77 **LiuGong** platforms
- Denmark's **Danfoss** has promoted **Torben Christensen** to CFO Power Solutions
- UK's **Hire Safe Solutions** has ordered 100 **Sinoboom** 5389RD scissors
- **CMC** has appointed **Axeo All Road** as its French distributor
- Italy's **Imer** has appointed **Bernhard Kahn** as sales manager
- Germany's **Hüffermann** has taken the first **Böcker** AHK 36e electric crane
- US' **Ideal Crane Rental** has taken a 150t **Liebherr** LTR 1150



Roland Verreet



Timothy Cooley



Allisa Olstad



Alistair Palacioglu



Peter Brown



Chris Cassley



Katie Kelleher



Torben Christensen



Bernhard Kahn

- **Manitowoc** has opened a Columbian support facility in Cajicá
- **CMC North America** has appointed **Jeff Poggi** as CEO
- Finland's **N Rent** has taken a 232ft **Zoomlion** ZT72J boom lift
- US' **Maxim Crane Works** has acquired **Sims** tower crane assets
- UK's **Compact Crane Services** has taken two **Hoeflon** electric spiders
- **Magna Tyres** has promoted **Hein de Wind** to CCO
- UK's **CPA** has launched digital crane inspection books
- UK's **Pewag** has acquired lifting gear manufacturer **Aberdeen Web**
- UK's **Bennetts Cranes** has ordered three 36t **Liebherr** 620 HC-L tower cranes
- **Haulotte** has appointed New Zealand's **Elevated Access** as exclusive distributor
- **Schaften Cranes** has appointed **Harm van de Logt** as managing director
- Dutch company **Van Der Voort** has taken the first 25m **Multitel** MJE250 Axon
- UK's **Hire Safe Solutions** has taken 10 **Sinoboom** AB46RJ boom lifts
- **JaloBMS** of the Netherlands has ordered two 70m **Bronto** S70XT1-J
- Germany's **Proschwitz** has taken five **Terex** CTT tower cranes
- **Magna Tyres** has launched a new mobile crane tyre range
- **Atlas** has promoted **Josef Quatmann** to cranes sales director
- UK's **Nationwide Group** has taken a six tonne **Böcker** AK 48
- **JLG** has introduced the 19ft ES1930M micro scissor
- **A.W. Leil Cranes & Equipment** has taken a 750t **Liebherr** LG1750-SX lattice crane
- Australia's **Borger Crane Hire** has appointed **Andrew Esquilant** as CEO
- Austria's **Tucek** has taken a 15m 15.75 **Platform Basket** spider lift
- **Sinoboom** has acquired the **Holland Lift** brand & intellectual property
- **CTE** has appointed **Gam Rentals** as distributor for Iberia
- UK group **Vp** has appointed **Guy Butterworth** as MD of **TPA**
- Scotland's **Forsyth of Denny** has taken a 700t **Liebherr** LTM 1650-8.1
- Scotland's **IAS** taken three new **CMC** spider lifts
- UK's **Quantum Controls** has established an equipment rental division
- **Sinoboom** has appointed **Gregor Schellen** as regional sales manager Germany
- US based **Barnhart** has acquired two branches of **Crane Service Inc**
- **Sinoboom** has moved into a UK facility in Derby, Derbyshire
- **Manitowoc** has filed an anti-dumping petition against **Kobelco** and **Link-Belt**
- **Paul Harvey Brown** has died



Jeff Poggi



Hein de Wind



Harm van de Logt



Josef Quatmann



Andrew Esquilant



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Paul Brown

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CRAWLER CRANES BACK ON TRACK

There appears to have been renewed interest and development in large lattice crawler cranes, seemingly unrelated to it being a Bauma year. Their size, time and costs to display such cranes usually tends to put off all but Liebherr from exhibiting them. However, this year it did not stop Tadano from unveiling its new 1,250 tonne CC 78.1250-1 at the big event, making it the biggest crane on the showground and possibly the star of the show?

Like so many other sectors, the crawler crane market has been quiet over the past six to eight months with many North American and European customers waiting to see how the global political and economic situation plays out. With crawler cranes costing roughly around €1 million for every 100 tonnes of capacity, the larger models used for infrastructure projects are major financial investments with a 1,000 tonner costing in the region of €10 million. So, you need to be fairly certain about future business before committing, and if you are based in the USA - as is lead customer Maxim - the additional cost of tariffs is eye watering.

TADANO'S LATEST

Tadano's CC 78.1250-1 is essentially an updated version of the CC 68.1250-1 which the company says incorporates "improvements in performance, safety, efficiency and transportability". Aimed at heavy lifting applications and the growing wind power market, the CC 78.1250-1 has a maximum hook height of 224.5 metres when equipped with a 15 metre fixed jib. In this configuration it can handle up to

140 tonnes. To improve its stiffness the width of the base crane has been increased to 3.5 metres, and two pad widths of two and 2.4 metres are available allowing it to cope with varying ground pressure requirements.

"The CC 78.1250-1 represents a significant step forward in Tadano's crawler crane development," says vice president of R&D Andreas Hofmann. "The crane is designed to offer multiple redundancies maximising uptime and enhancing safety. It features twin Mercedes engines - compatible with HVO fuel - with an optimised hydraulic system, allowing for single engine operation at reduced speeds. Flexible user friendly interfaces and an optional dual CANBUS system contribute to increased reliability and operational flexibility. Additionally, the optional auxiliary power unit enables cab systems, HVAC, and lighting to function using a compact 17kW diesel engine, reducing fuel consumption and emissions during standby operation."

For improved safety, operator confidence and job site security the crane is equipped with Tadano's full Fall Protection System and incorporates protective access to the superstructure and



Tadano's new 1,250t CC 78.1250 at Bauma

the undercarriage including improved handrails, catwalks and access ladders. The new cab design gives an expanded field of view and includes an array of cameras and mirrors to help the operator see the hoist drums and other blind spots around the crane.

CRAWLER CRANES

Optional Pedestal Crane kits can replace the tracked undercarriage with three outrigger widths of 12x12 metres, 14x14 metres and 16x16 metres, capable of levelling on uneven ground.

Standard features include the IC-1 control system - standard on all Tadano crawler cranes - providing the operator with real time information on ground pressures and rigging aids when erecting long boom systems. Additionally, the IC-1 remote telematics system enables real time diagnostics and remote troubleshooting.

Tadano's largest lattice crawler crane is the 1,600 tonne CC 88.1600-1 with a maximum load moment of 26,160 tonnes. The retrofittable Boom Booster can increase capacities in some parts of the chart by up to 90 percent and be dismantled for easy transport. The CC 88.1600-1 has a slightly higher hook height at 231 metres.

MANITOWOC STILL HERE

While the Manitowoc name is no longer present in most of Europe, the company still produces an extensive range of lattice crawler cranes up to 650/700 tonne MLC 650 and MLC 650 VPC-Max with main boom lengths up to 146 metres. There is however a sizeable gap between this and its largest - the 2,300 tonne 31000 - of which only a few have ever been built. At the moment Chinese manufacturers such as Sany and XCMG are the ones pushing the capacity envelope with crawler cranes up to 4,500 tonnes, largely driven by domestic demand for such beasts, along with a macho competitive streak between rival manufacturers.

In 2020 XCMG's 4,000 tonne XGC88000 crawler installed the world's heaviest wash tower, lifting and placing a 2,000 tonne vessel at the Gulei Refining and Chemical Integration Project in Zhangzhou, China. More recently Sany announced what it claims is the largest crawler crane in the world - the 4,500 tonne SCC45000A. In twin boom configuration the crane has a

maximum load moment of 98,000 tonne metres and features a 126.5 metre main boom plus a 15.5 to 48.5 metre fixed jib. A 30.5 to 108.5 metre luffing jib can be added for a maximum system length of 216.5 metres. It has a 62 metre twin Superlift back mast/derrick boom which provides a ballast radius of 28 to 37 metres for its tracked counterweight system. However, these mega cranes are few and far between and rarely seen outside of China, being developed specifically for domestic infrastructure projects.

LIEBHERR ADDITIONS

Liebherr's largest is its 3,000 tonne LR 13000 but the company is finding more sales success with its most recent addition - the 2,500 tonne LR 12500-1.0 - which was "just too big to exhibit at Bauma".

Since its launch about 18 months ago, Liebherr says it has sold six units - four in Europe including three to Sarens and one to Mammoet,

one to Denzai in Japan and one in a deal concluded at Bauma to crane rental company Hanchang Heavy Equipment in South Korea. It also says it has more orders in the pipeline from Bauma, which was a much better show than it had expected as the last six to eight months has been "very slow" for this type of crane. However, it is seeing interest in both crawler and larger wheeled cranes picking up, with customers globally generally optimistic - particularly in the US! The recent change of government in Germany is also helping to push the sector in the right direction.

Production capacity for the 2,500 tonner is about three cranes a year, with most sold so far being used in the offshore wind power sector loading large components onto ships or on large infrastructure projects. For larger onshore wind projects Liebherr's 800 tonne lattice boomed LG 1800 with wheeled undercarriage is now



Manitowoc 31000



Sany's 4,500 tonne SCC45000A





Mammoet's 2,500
tonne Liebherr
LR 12500

the crane of choice, because it is quicker to transport and erect. About 85 percent of LG 1800 sales go into wind turbine erection market.

Liebherr has two main production facilities for crawler cranes - Ehingen in Germany which produces the larger crawlers from 500 tonnes capacity and above and Nenzing in Austria which builds the smaller cranes up to 400 tonnes. Ehingen produces about 70 units per year and Nenzing around 160.

Cranes used for the wind power sector currently need to be able to lift 100 tonne turbine components to a height of around 170 to 180 metres. This will increase to 120 tonnes and 200 metres in the coming years. Over the next five to 10 years more growth is also expected in the offshore sector as most onshore areas for wind have already been developed.



The LG 1800 is very popular for wind turbine work

AT THE SMALLER END

Liebherr's most popular crawler in the US is the 300 tonne LR 1300 because it is the "perfect size for working in tilt up construction with the precast concrete panels weighing between 40 to 45 tonnes". At Bauma the company launched the battery powered LR 1300.2 SX unplugged, with most of the performance and lifting capabilities as the diesel.

The new unplugged crane uses a 438kW electric motor and 392kWh battery pack, said to be enough for up to 13 hours of operation without a mains connection. Charging can take between 4.5 to 8.5 hours although the crane can continue to work when connected to a supply. Maximum lift

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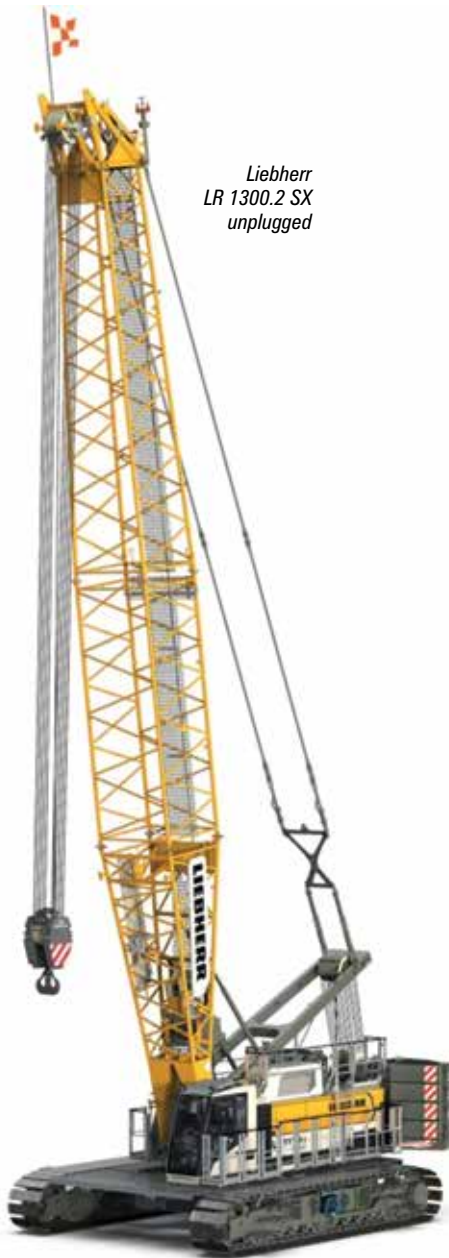
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*Liebherr
LR 1300.2 SX
unplugged*

height is 169 metres with a 143 metre maximum radius.

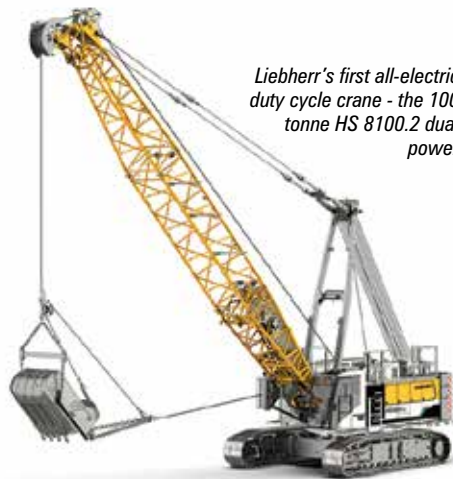
Safety features include a ground pressure display system and wider track pads that can decrease ground pressure by up to 56 percent. A gradient travel aid system assists with slope monitoring and an additional operating mode has also been added for working on barges. Additional safety systems include a boom up/down assistant for safer boom deployment and a vertical line finder system to prevent side pulls on the boom.

The crane's control system provides real time gradient information as well as the crane's overall centre of gravity. Liebherr's Crane Planner 2.0 lift planning software can also determine and simulate optimal boom combinations for specific project requirements.

Liebherr also launched the new 400 tonne LR 1400.1 SX at Bauma. The crane has slightly more power, a new derrick boom arrangement and suspended counterweight improving capacities significantly, particularly with heavy loads when configured with long booms and luffing jibs. The LR 1400.1 SX features a new cab with two seats and quick connections for the winches.

Battery powered cranes are still only selling in small numbers with customers uncertain of their return on investment. Liebherr says about 10 percent of enquiries/sales are for its electric models, however it will launch a 100 tonne unplugged and a 400 tonne unplugged, possibly at Bauma 2028.

This Bauma also saw the launch of Liebherr's first all-electric duty cycle crane, the 100 tonne HS 8100.2 dual power, with flexible drive variations. The 'dual power' name derives from the drive concept - battery electric and a diesel generator. The unit should be available next year for deliveries in 2027.



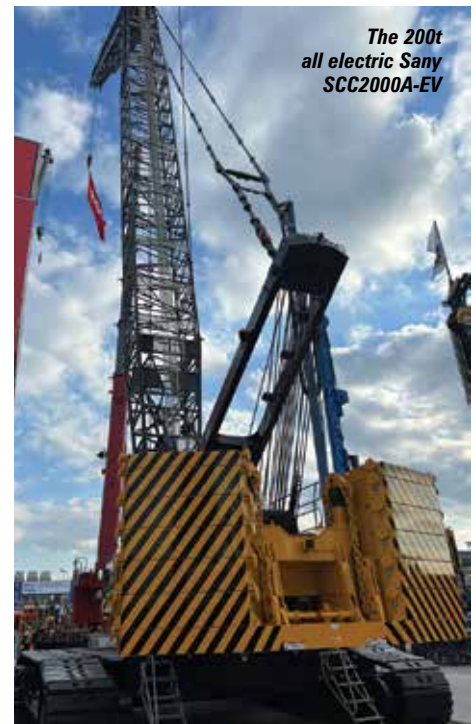
*Liebherr's first all-electric
duty cycle crane - the 100
tonne HS 8100.2 dual
power*

SANY CRAWLER CRANES

As with All Terrain cranes, larger Chinese built lattice crawlers are also struggling to establish a strong foothold outside of their home market. However, there are signs that this may be on the turn.

At Bama Sany's stand was stacked with new equipment including telehandlers, a 120 tonne All Terrain crane and a 200 tonne electric lattice boomed crawler crane - the SCC2000A-EV. Its high capacity 423kWh battery is said to provide more than eight hours of runtime including one hour of power hungry travel. Maximum boom length is 86 metres, and its maximum luffing jib combination is 59 metres and 63 metres. Overall weight is 196 tonnes. The crane features European standard DC fast charging allowing a full charge in less than two hours and also supports AC charging which Sany says is safer and more reliable. A third generation intelligent control system offers wireless remote control and new chain-type flat track pads improve tracking in various ground conditions. The crane can be used with Sany's SPL210 - a 210kWh lithium ion phosphate 'plug and play' battery pack that features an aerosol fire suppression system. Weighing 2.75 tonnes it can be trailer towed for easier transportation.

Sany's Andrew Snow said: "European demand for electric cranes is poor in countries like the UK due of the lack of subsidies or help from government. The SCC2000A is currently only available with battery power, but several have been sold in the Netherlands. However major contractors in the UK do not want to pay the



*The 200t
all electric Sany
SCC2000A-EV*

additional cost for an electric crane. Clients all talk a good game, but they only want to pay the cheapest price. The crane rental companies that have electric machines have many sitting in the yard because they are too expensive, or they are put out at diesel rates together with a diesel generator!"

"The cost differential for our electric powered crawler cranes is not that significant compared to other companies - about 25 to 35 percent - but no one wants to pay a premium for the electric version. Perhaps the problem in the UK is that an electric supply is one of the last services to be installed whereas in other parts of Europe and China it is one of the first things on site."

The next major infrastructure project in the UK is the new Lower Thames crossing - a new road that will connect Kent and Essex through a road tunnel beneath the River Thames. The project's target is to be the greenest road ever built in the UK and includes removing all diesel from its construction sites by 2027 by accelerating the large scale use of electric vehicles and plant and using hydrogen to power its heavy construction machinery - a first for a major UK project.

"The project accepts it will pay a premium for using electric cranes but as our electric crawler prices are a little more competitive than European manufacturers, they may be close to other manufacturers' diesel machines," says Snow. "Crane rental companies also do not want to buy until there is a definite long term rental and we are not at that stage yet. Planning is complete but funding needs to be ironed out as the start is scheduled for 2027."

"Companies buying electric cranes also need to know there is a good used market when they sell at the end of the contract. Sany already has 50 electric crawler cranes working in the Netherlands so there is a secondary market, admittedly not huge but in five years' time, when machines may need to be resold, the market in Holland will be bigger and the market in Europe will have grown."

Zero emissions, full power

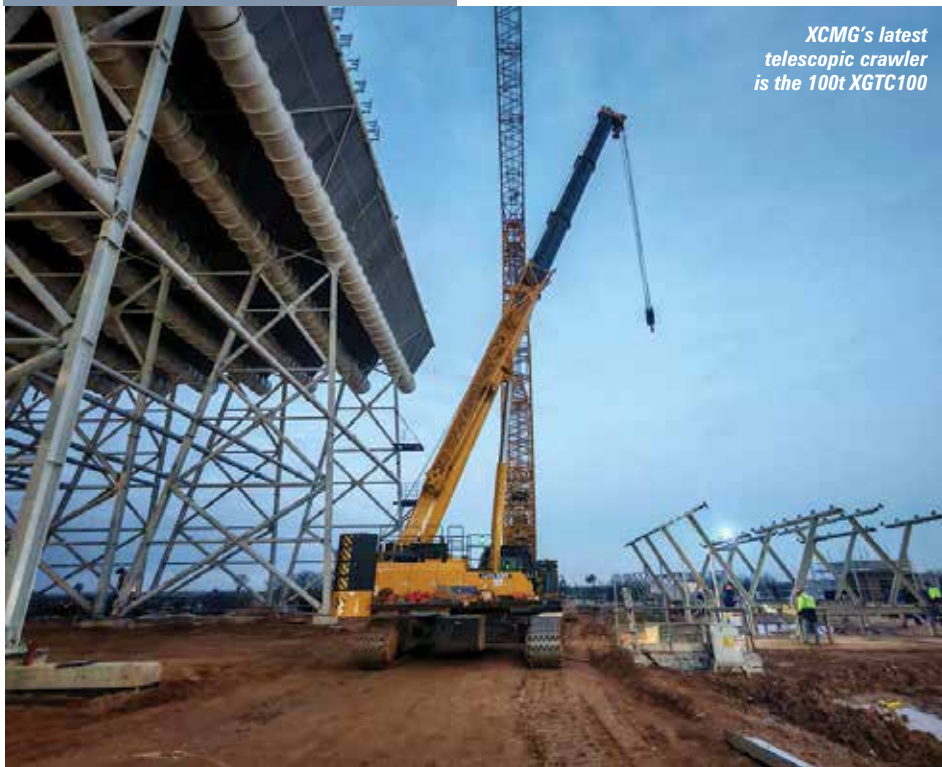
The climate change demands power concepts which reduce CO₂ emissions. That is why our LTC 1050-3.1E features an additional electric motor. The crane operations can be powered by electricity so that it can satisfy the requirements of "zero emissions" construction sites. The power for crane operations can be supplied from the site or a battery pack. The crane operates with full power as long as the electrical power supply is sufficient or by powering the machine using its internal combustion engine.

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LIEBHERR

LTC 1050-3.1E





XCMG's latest telescopic crawler is the 100t XGTC100

Another Chinese manufacturer producing a range of lattice boom and telescopic crawler cranes is XCMG. Its latest telescopic is the 100 tonne XGTC100 with Stage V engine. Using a 52 metre five section boom and 16 metre offsettable jib it has a maximum lift height of 70.1 metres and a 48 metre working radius. The 3.48 to 5.65 metre extendable tracks give improved stability when lifting. Depending on configuration the transport weight ranges from 43.6 to 99.8 tonnes with the main transport dimensions as compact as 15.59 metres long, 3.14 metres wide and just over three metres high.

NEW OR REFURBISHED?

The option to refurbish an old crane or buy a new one has always been available, however because of the refurbishment costs compared to new, as well as advancements in design and technology very few have gone down this route. However, with crane prices soaring over the past few years more companies are considering refurbishing - particularly high capacity crawler cranes.

US heavy lift contractor Lampson recently used Manitowoc's EnCORE rebuild and remanufacturing programme to refurbish a 24

year old 272 tonne Manitowoc 2250 crawler crane for a second life in its rental fleet.

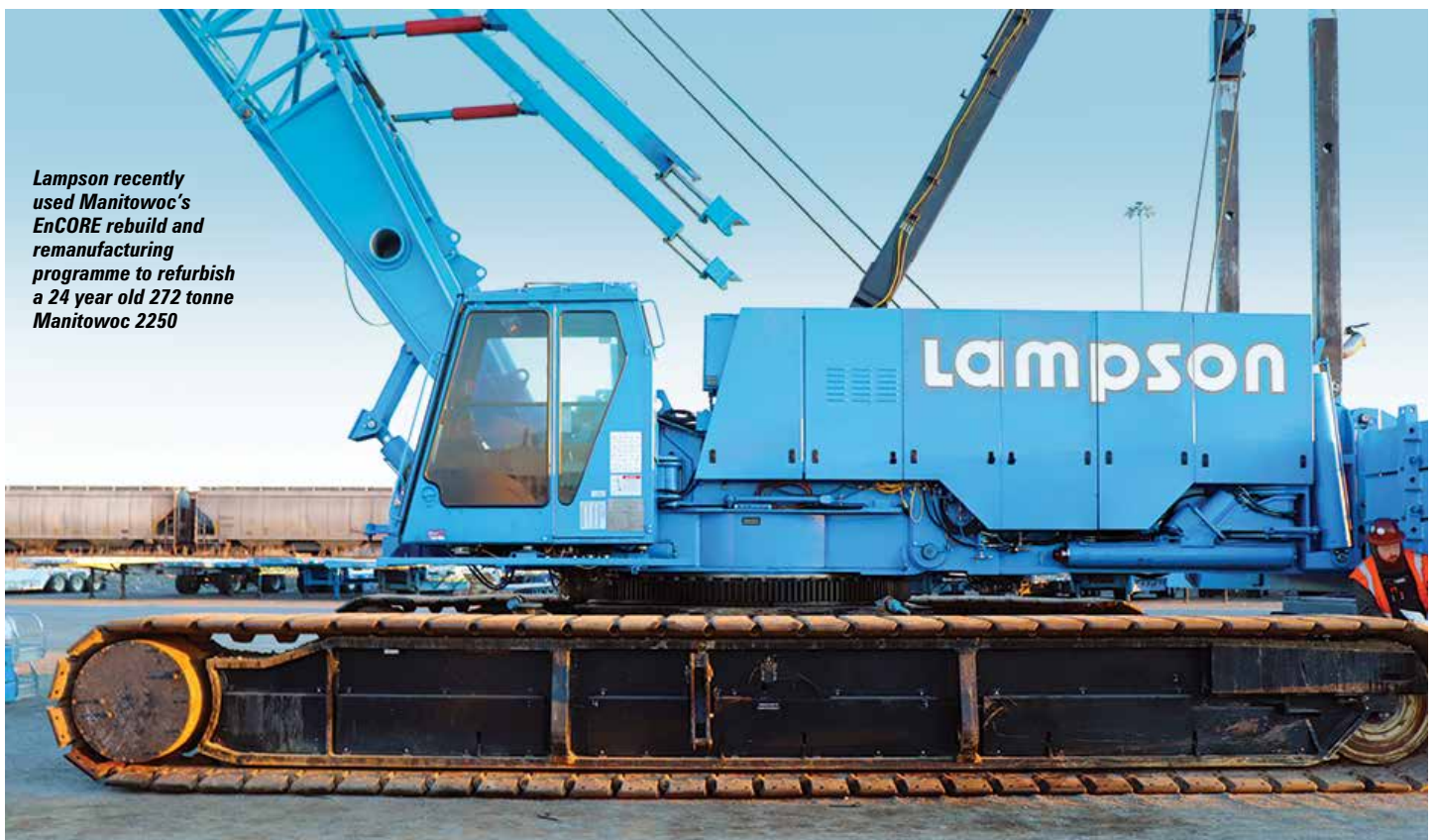
The work was carried out at Lampson's facilities in Pasco, Washington, with the crane overhauled to its original specifications together with some modern upgrades. The process included disassembly, sandblasting, magnetic particle inspections and a thorough component rebuild. The refurbished crane features upgraded electrical systems, hydraulic plumbing, rebuilt pumps and motors, and a Tier 2 compliant engine.

The cab was rebuilt and a new computer board installed, with a further 10 installed throughout the crane's electrical system. The hoists and planetary drives were all rebuilt, and new slew ring installed, with rebuilt motors and updated plumbing. The crane's Load Moment Indicator (LMI) system was also upgraded.

"Compliance with Manitowoc factory standards was paramount throughout the process," said Bruce Stemp, director of quality assurance at Lampson. "By combining our in-house expertise with Manitowoc's EnCORE programme, we have transformed a reliable workhorse into a modern, efficient crane ready to tackle the most demanding projects. Our clients can feel confident in the quality and reliability of this newly rebuilt crane."

UNIVERSAL ADDS 1,200 TONNER

A few months ago Australian rental company Universal Cranes took delivery of a fully refurbished 1,200 tonne Liebherr LTR 11200 telescopic crawler crane. The crane has not been available from Liebherr for several years, however it was the ideal solution for a specific contract - installing nine, 76 tonne 35 metre long



Lampson recently used Manitowoc's EnCORE rebuild and remanufacturing programme to refurbish a 24 year old 272 tonne Manitowoc 2250

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CRAWLER CRANES

concrete bridge girders as part of a level crossing modernisation project in Brisbane. The crane was equipped with a 28 metre main boom, 36 metre luffing jib and 182 tonnes of counterweight.

Universal general manager Mark Happer said: "We realised that our customers need to lift larger and heavier loads on casual short term hires along with the ability to relocate while on site without needing to derig the crane. The LTR 11200 was the ideal crane solution for this particular job, given its load chart with the ability to set up in a very limited space."

NEW 200 TONNERS

The telescopic crawler crane sector continues to grow although since Liebherr stopped supplying its 1,200 tonne LTR 11200, the sector tops out at

around 250 tonnes - Liebherr's largest is the 220 tonne LTR 1220.

At Bauma Sennebogen unveiled its largest model to date, the 200 tonne 6203E. The new crane has a six section 56.4 metre pinned boom and with extensions has an 81 metre maximum tip height. The crane has a transport width of three metres without tracks, once assembled they extend with variable working widths from 3.5 to six metres, with standard one metre wide double grouser track pads. Polyamide pads are available as an option for sensitive surfaces. The base and weight distribution enable it to pick & carry its full load chart through 360 degrees.

Power comes from a Stage V HVO ready diesel. The main and auxiliary winches are driven by

Universal Cranes has taken delivery of a fully refurbished 1,200 tonne Liebherr LTR 11200



high pressure variable displacement hydraulic motors with single line speeds of up to 115 metres a minute.

The new crane also features the company's Maxcab cab, which can be tilted by 20 degrees and can be equipped with hydraulic elevation that provides a viewing height of 5.7 metres and 30 degrees of tilt. Cameras to the rear and to the right extend the operator's field of vision, while the completely revised new Sen-Con load control system features a dedicated display screen which provides all operating data including diagnostic data and engine information. A separate screen displays the load charts, boom telescope programmes and load moment information, including a real time ground pressure display.

Managing director Eric Sennebogen said: "One market trend that we are now observing is the growing demand for large telescopic crawler cranes. To meet this demand, we are expanding our range upwards. This is the 10th telescopic crawler crane model in our range and demonstrates our focus on this market." Manitowoc has been testing a Grove version of the new Sennebogen which will known as the Grove GHC200. ■

The 200t Sennebogen 6203E



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SUBTLE CHANGES...

It would appear that little has changed over the past year or so in the small truck and van mounted lifts sector - even Bauma only produced a handful of new models. Of course, there are always performance improvements - a touch more on the working height or outreach, additional platform capacity and weight savings despite chassis adding a few kilos every revision etc - but nothing major as the sector is already very well developed.

Electrification was the major buzz word a few years ago with most manufacturers offering at least one all-electric or hybrid model. However, take up of all-electric vehicles has been slow - even though manufacturers are still adding models to their ranges. For most customers the difference in cost between a diesel and full electric vehicle is still way too high with little or no incentive from European Governments in spite of plans to be carbon neutral over the next 10 years. Those forced to go electric, are opting for the easier and safer option of hybrid versions. Get to the workplace using diesel and then work quietly and emission free on site with a battery electric power pack. A sensible and workable solution.

Having said that there have been a few notable areas of success, for example in North America, particularly the USA, where utility companies are increasingly leaning towards hybrid models with battery electric superstructures and regular IC chassis. The battery packs can be recharged on the go, plugged in while working or recharged from the chassis engine, and in some cases operated by a pump on the PTO in the traditional manner. Word has it that the main driving force behind the uptake is noise, rather than emissions. Crews can converse more easily between ground and basket, while carrying out work in residential areas early in the morning need not be a worry.

There have also been a few bright spots in the UK, for example last year Smart Platforms took delivery of the UK's first all-electric Klubb E-tech KL26 truck mounts... along with six diesel KL21b

platforms from CPL platforms. Mounted on a 3.5 tonne Renault electric powered chassis the 11.8 metre working height KL26 has an outreach of 6.5 metres.

Managing director Jo Rogers said: "We work closely with our customers to provide a variety of access solutions to the everyday challenges they face; we are very excited about what the future holds for these two new product lines."

Another UK rental company Nationwide Platforms, part of the Loxam group, took its first two 13.5 metre Versalift VTL 135 All Electric van mounted lifts, taking the number of electric Versalifts working in the UK to 20 units. The new lift

features a two section telescopic boom topped by an articulating jib, for a maximum outreach of just over eight metres without the need for stabilisers. The platform is capable of at least 20 full lift cycles on a single charge.

The units are equipped with the Ford Pro system for commercial fleet management, intended to reduce downtime and improve productivity. Versalift says the VTL 135 has a cargo payload of 500kg after allowing for fuel, driver and passenger. The chassis boasts a range of up to almost 200 miles and can be topped up from 15 to 80 percent in 34 minutes with a fast charger.

Nationwide said: "Sustainability is a key driver for the business, and we're keen to introduce our customers to this new technology. It's definitely a step in the right direction to achieve our sustainability goals. We've worked really closely with Versalift to make sure the e-Transits meet our customers' needs and are confident that the





Tadano liveried Oil&Steel Snake 2010H

demand is there. The vans will be of especially useful on jobs in inner city environments where low emission regulations continue to tighten."

Some countries have been a little more adventurous, including Norway and Denmark, mostly due to end customers more tuned into electric vehicles, but mostly, perhaps, thanks to much more developed charging infrastructure and familiarity with the concept. Most places though seem to be waiting on improved government encouragement/incentives, and lower chassis prices.

CORPORATE MOVES

Much of the news regarding the smaller truck and van lift market, however, has been dominated by corporate changes in the manufacturing sector. Tadano took control of Manitex at the start of the year, which includes Oil & Steel. At Bauma the company stated that it plans to proactively develop the business, in terms of manufacturing and product development, rather than merely operate it as a subsidiary. An indication of its plan was that all of the Manitex group products were rebranded as Tadano with its blue and white livery. No new Oil&Steel products were announced at the show but given the short time frame that is hardly a surprise.

TIME EUROPE

The Time group, owner of Versalift, Ruthmann France Elévateur and Movex vehicle mounted lifts, announced plans to simplify its brand strategy at Bauma, with Time Europe or One Europe. The new entity encompasses and brings together the group companies under a single European management team.

While the various brands will remain unchanged, the company hopes that the move will "enhance collaboration, streamline operations, and strengthen its commitment to customer service, product quality and innovation, with a stronger customer focus." In particular it will oversee engineering, services, and commercial functions. It was certainly keen to highlight the large number



Ruthmann's new 38 metre T 380 XS

of service engineers - 500 - operating within the European region.

The new European leadership team will come under the direction of Ruthmann chief executive Uwe Strotmann who has been appointed Time Europe chief commercial officer with responsibility for sales, marketing, product and brand management.

Time chief executive Roman Rariy said: "One Europe strengthens our ability to serve customers by combining the strength of a unified team with the familiarity of the brands they know and trust."

The group did introduce a number of new vehicle mounted lifts at Bauma, with the first production unit of the 100 metre Ruthmann T 1000 HF truck mount, the new 38 metre Ruthmann T380 XS and the Ruthmann T570 HF Hybrid.

At the smaller end of the market, it launched the 3.5 tonne Movex TLRx telescopic range of three models with working heights of 16.7, 18 and 19.9 metres. The first of these - the 19.9 metre

TLRx 20 - was on the stand, offering a maximum outreach of 11 metres with a maximum platform capacity of 230kg. It also features 1kV insulation thanks to its GRP cage and insulated boom. Other features included a boom return home position and automatic outrigger set up and levelling.

All three models have 450 degrees slew and 120 degrees of platform rotation and can be mounted on an Iveco Daily or Renault Master chassis with Isuzu and Ford being future options.

Another new model is the 15.1 metre pick-up mounted Movex ATL 15 with eight metres maximum outreach and 225kg maximum capacity, aimed at street lighting and maintenance work as well as tree care, energy and telecommunication sectors.

Earlier in the year France Elévateur launched a new Mov-Up range of lightweight 3.5 tonne truck mounts - the Mov-Up 16, 18 and 20 - with working heights of 16, 18 and 20 metres respectively.

Each features a three section boom and pedestal



The 19.9 metre Movex TLRx 20 was seen at Bauma

TRUCK MOUNTS

*The new
France Elévateur
Mov-Up 20*



The Palfinger PT 28 T has a maximum outreach of 17.3 metres

mounted platform. The 16 offers a working height of 16.8 metres, while the 18 is around 17.8 metres and the 20 is what it 'says on the tin'. The difference between the three is slightly longer boom sections, hence overall lengths are 6.74, 7.13 and 7.76 metres respectively. Maximum outreach on the Mov-Up 16 is 11 metres with 80kg or 6.6 metres with the 230kg maximum platform capacity. On the 18 it is 12.2 metres and eight metres and 11.1 metres and 7.2 metres on the 20.

All three offer 450 degrees of slew, 120 degrees of platform rotation, and three platform capacities - automatically monitored - of 80kg, 200kg and 230kg and all have an overall height of just less than three metres. The Mov-Up can be mounted on Iveco Daily and Renault Master chassis, with Isuzu and Ford due to be added in the near future.

Time also has its Blue Impact range, including the all-electric 14 metre Versalift VTL-140-F mounted on a Ford eTransit chassis, capable of 7.9 metres of outreach. France Elévateur's new 172 CPL on an Iveco Daily 70 C Hybrid chassis can be used with or without stabilisers and has the option of a custom built trailer with a 1.5 tonne payload.

KLUBB EXPANSION

In late 2022 Klubb acquired Isoli and in 2024 appointed Paul Murphy of its UK subsidiary as chief executive to reorganise and streamline the operation, more recently it appointed Luigi Moretto as general manager.

One of Isoli's main strengths is its design team which is now contributing to group products and this is highlighted in the launch of the all new 17 metre Klubb KL17P mounted on a 3.5 tonne van. The company says the new lift offers a "combination of reach, payload and ease of operation and is aimed at telecommunications, street lighting maintenance, and signage installation". Outreach is 10.5 metres, maximum capacity 250kg with 420 degrees slew.

"Everything about the platform is new including its lightweight three section boom, articulated jib geometry, low profile cab support, re-engineered turret with improved rigidity and a rear aligned with rear view mirrors for maximum visibility," says Klubb. "There is also a new multi bend column, multifunction upper control with 4.3 inch display, a new wired lower control with fully proportional joysticks, new electro-hydraulic unit, a new ECU with simplified wiring system, redundant safety moment limiter with encoder for sector management, acceleration and deceleration ramp managed by the control unit, an anti-collision system, home function, automatic stabilisation and 1kV insulation."

The KL17P is also available with the 'Green Pack' electric option allowing the platform to operate with the chassis engine switched off.

PALFINGER TEC ADDITIONS

Palfinger Platforms added two new 3.5 tonne mounted TEC platforms to the range at Bauma - the 28 metre PT 28 T and the 21.6 metre PT 22 TJ. Four TEC models now cover working heights from 19 to 28 metres and all are 'electric drive ready' allowing customers to opt for a hybrid version or an all-electric chassis. Last year the

company opened its German Löbau site as the European hub for aerial work platforms and in particular, the new TEC range. The PT 28 T has a maximum outreach of 17.3 metres, while the PT 22 TJ offers 17.1 metres and maximum capacity of 300kg. Total weight is 3,290kg allowing battery packs to be installed for electric platform operation yet keeping within the 3.5 tonne weight limit.

Smallest in the range is the 19 metre PT 19 with up to 13.9 metres of outreach and a 300kg platform capacity. The unit is mounted on a Ford eTransit chassis with the extended eDrive package and 1kV fibreglass reinforced basket, however overall weight is 4.25 tonnes.

MULTITEL FIRST

Most manufacturers of smaller truck mounted platforms are Italian, and include Multitel, CTE, GSR, Isoli, Comet and Socage to name a few... which produce both telescopic and articulated lifts, with Multitel producing more vehicle mounted lifts than any other European manufacturer.

As well as unveiling a new large truck mount - the 70.6 metre MJE710 - Multitel has expanded its all-electric product line including its first pick-up



Klubb KL21b



*Multitel
MJE250 Axon*



The 11.3m Klubb KL26 on an Isuzu D Max truck



*The 17m Klubb
KL17P with 10.5m
outreach and
250kg capacity*

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mounted lift, the 16 metre MXE 160 available on a Ford Ranger or Isuzu D-Max N57 chassis with a 3,100kg GVW. Maximum outreach is 8.5 metres with 80kg reducing to 5.5 metres with the maximum 250kg capacity. 200 degrees of slew is standard as well as 100 degrees of platform rotation. The chassis can ford water up to 800mm, while the stabiliser jacks set up within the overall chassis width of 1.81 metres, the overall height is 2.85 metres and overall length 5.9 metres making it well suited for narrow streets and town centres. The unit also features Multitel's EVE smart electronics system, with improved controls a new display dashboard with auto boom stowage.

The company's 25 metre all-electric MJE 250 Axon telescopic is mounted on an Iveco e-Daily 50C14 E with a GVW of 5.2 tonnes and maximum outreach of 16.5 metres with 100kg capacity or 12.5 metres with the 250kg maximum platform capacity. When the boom is fully extended it can work up to 3.5 metres of below ground level. It also features 450 degrees slew, 240 degrees of platform rotation and 180 degrees of jib articulation. The platform is powered by two 37kW batteries and claims to offer a full working day and a vehicle range of about 170km. It can also be operated while plugged in.

Multitel's largest 3.5 tonne truck mount is the 27 metre aluminium boomed MTE 270 EX which has a maximum outreach of 17 metres with 100kg and 12.3 metres with 250kg in the platform. Features include Multitel's MUSA system, which monitors outrigger positions, load in the platform and slew position, automatically calculating the set up specific working envelope. It also incorporates a telematics remote

*The 27 metre MTE 270 EX has
an outreach of 17 metres*



communication connection.

NEW ITALIAN MODELS

CTE has expanded its range with the 3.5 tonne Zeta 23 featuring a working height of almost 23 metres, an outreach of 11 metres, platform capacity of 250kg and featuring the S3 Evo system. Also new are the





The CTE BLift 18 Ev

B-Lift 18 D and B-Lift 18 EV mounted on a diesel or electric chassis although both are in the prototype stage. The 18 EV electric has a working height of 18 metres, a 12 metre maximum outreach and 300kg maximum platform capacity. Total weight is 4.25 tonnes.

GSR's latest offering is the 27 metre B270T telescopic mounted on a Mercedes Sprinter. Outreach is 16 metres with 80kg and 11.2 metres with 250kg in the platform. Features include 450 degrees slew.



Sogage launched several models including the 18.7m forSte 19A Speed

Sogage's latest additions include the MySogage management portal and the new Speed Series. MySogage is a digital tool designed to enhance the user experience by making after sales management more efficient by allowing customers to access key information, monitor their equipment, and manage operations more intuitively and productively.

Sogage says that its new Speed Series of truck mounts are equipped with "an advanced automatic stabilisation system said to be a significant step forward from traditional manual

systems, reducing both setup time and the number of movements needed to reach a safe working position".

All Speed Series models come with standard automatic outrigger set up and stowage. Sogage showed several Speed models at Bauma including the forSte 18T Speed and forSte 19A Speed, both mounted on the Piaggio NP6 chassis, offering working heights up to 18.7 metres and lateral outreach of 12 metres. It also showed the pick-up mounted forSte 16A with a working height of 15.5 metres and 7.30 metres outreach. ■

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THE POWER TO MOVE

When a company's customer magazine is called 1705, few readers would realise that this was the year the company was founded! Memmingham, Germany based heavy duty transport and haulage trailer specialist Goldhofer can trace its history back more than 300 years to when it started as a blacksmith/forge. However, it was not until 1946 and - so the story goes - a meeting in a bar between Alois Goldhofer and local company owner Hans Liebherr who suggested the company start making trailers for Liebherr's new excavators and cranes ...and the rest as they say is history.

Alois's development of the first low loader with rear end loading was a key product and opened up new markets. He passed away in 1981 with his wife taking over the company until 2000, when she donated all of her shares to the Goldhofer Foundation. Today, the company is a leading manufacturer of heavy haulage vehicles with payloads from 20 to more than 10,000 tonnes. It has production facilities in Germany, India and the USA along with offices in the UK and United Arab Emirates with most of its products going to Central Europe and North America.

"From the start Goldhofer made the decision to position itself as a premium brand and not to enter the mass market," says Goldhofer's marketing manager, Florian Bischoffberger. "Product quality is very important and while initial equipment costs are slightly higher, it is the whole life costs or TCO that are important."

The company now has an extensive range of trailers, semi-trailers - including flatbed, semi trailers and low loaders - towed and self propelled heavy duty modules as well as a wide range and variety of equipment for special applications including self tracking dollies, a cable drum bridge, along with wind turbine blade and tower movers.

Latest products recently launched include the brand new 250kW E-PowerPack battery, which when used in combination with the hydraulic widening PST/SL-E split Self Propelled Modular Transporter with driven axles, offers a flexible and environmental solution for moving bulky loads having a 45 tonne axle load and a variable width from three metres to 5.1 metres - with the option

of widening to 6.8 metres for greater stability. With driven axles the PST/SL-E split requires fewer modules and therefore reduces equipment costs.

The E-PowerPack is a zero emission solution with six to eight hours run time, allowing control of the direct power transmission to position loads to within a millimetre. The new operating system also features a redesigned remote control, ultra-bright LED display and integrated inclinometer.

Goldhofer is well known for its Starline products - TrailStar and StepStar - and claims to be market leader in the heavy duty transport sector. A few years ago a major improvement was the introduction of its Cargo Plus tyre which boosts performance by offering a lower profile - reducing the loading height by 75mm - combined with



a high load carrying capability, this can be the difference between being able to pass under a low headroom bridge or tunnel or having to be diverted, causing delays in the equipment arriving on time. The Starline for example has a 790mm load height compared to the normal 855mm with a 10/12 tonne axle. There are different Cargo Plus tyres in the range. The 60 model can manage 10 tonne axle loads and has a speed rating of while the 80 model offers a 12 tonne axled load both with a speed rating of 80kph.

Meanwhile, the StepStar semi-trailer now features forced steering for greater versatility as well as a remote control system for safe loading and unloading. Other products benefiting from the Cargo Plus tyres include the latest Arcus, the Self Tracking and FT Series models. The Arcus



The first StepStar Z in the UK



The HS50 hybrid heavy duty articulated loader crane



A wind turbine tower section transporter

P 5 semi low loader fitted with Cargo Plus tyres has an impressive payload and load height of just 735mm.

A useful software package for heavy goods operators is EasyLoad which can check the load distribution of trailers and whether it is overloaded and calculate the centre of gravity. The certified printout is recognised by most police forces if you are stopped and checked.

TECO ARTICULATED LOADER CRANE

One of many unusual items of equipment on Goldhofer's Bauma stand was the HS850 hybrid heavy duty articulated loader crane from German manufacturer Teco. With a load moment of 850 tonne/metres, the crane is mounted on a levelling outrigger frame and has been specifically developed for lifting and moving heavy loads in confined working spaces. The unit has an 18.4 metre maximum radius and 22 metre lift height. Weighing about 65 tonnes it can be transported to the required location using one of Goldhofer's low loaders, flat frames or four axle SPMTs.

Maximum lift capacity is 200 tonnes at about two metres, but it can lift 40 tonnes at 17 metre horizontal reach and 60 tonnes at a height of over 21 metres. Overall length is 13.3 metres, width is 2.42 metres and height is 2.55 metres - compact enough to be moved through tunnels or factory halls. Its outriggers can lift it to a height of 1.1 metres to allow it to self-load onto a transport trailer.

WIND POWER

The company also has a full range of equipment to transport wind turbine components - turbines, tower sections and blades - and has recently revamped its transport system for wind turbine tower sections including its RA series of tower adapters with payloads up to 180 tonnes. Its latest is the RA 3-100 (4+7) tower adapter with a maximum capacity of 100 tonnes and a stroke of two metres.

Its 2.95 metre chassis width provides greater lateral stability, which can be helpful when negotiating tight bends along the route. Features include air suspension axles and a four point load pick-up system with adjustable clamps allowing one-man loading and unloading without the use of a crane.

"We can carry towers up to six metres in diameter and clear obstacles up to about 3.5 metres," says Bischofberg. "A typical turbine tower weighs about 450 tonnes - 200 tonnes for the tower, 180 tonnes for the turbine and 20 to 25 tonnes for the blades."

The FTV range is designed for transporting extra long blades. The FTV 850 has a load moment of 850 tonne metres and the latest and larger FTV 930 has been designed for the next generation of longer and heavier blades.

CHANGING REGULATIONS

According to Bischofberger regulations for Heavy Duty modules and wind trailers are fairly

consistent across Europe and North America, however semi trailers in North America are totally different which is why they are produced regionally.

New regulations for tyre pressure monitoring are due to be introduced in the coming year or two. Although not yet mandatory most Goldhofer trailers have them already fitted, and while they are easy to instal on new trailers retrofitting them is considerably more complicated.

CURRENT MARKETS?

"Construction is not that good at the moment although the logistics sector is solid and we have a good order pipeline, so it is looking good for the company," he says. "Refurbishment and the used market are however buoyant as trailers can last for decades." ■



A STERLING JOB

Sterling GP - a leading supplier of aerial lift specification beavertail bodies on rigid trucks - has introduced Dual Serrated steel Mesh (DSM) decking which it claims is an improvement over fibreboard gridlock decking which can wear and degrade over time. Galvanised steel grating has been used for many years and has greater longevity but traditionally can be slippery when wet - particularly when moving platforms with small smooth wheels. Sterling says the DSM material offers operators the benefit of more grip - including lateral grip as the serration runs in both directions - when loading combined with a longer working life.

Sterling has two other products which comply with the more stringent UK Driver and Vehicles Standards Agency's latest 'Securing loads on HGVs and goods vehicles'. Easiload is aimed at those solely moving aerial work platforms ensuring that the spacing between lashing rings on the side rails cannot exceed 700mm. This has led to greater awareness ensuring load securing items such as straps and chains are properly held when not in use. Sterling's 'Chain-lok' bars, initially developed for UK rental company GT Access, enables chain binder hooks to fully enclose over the bar. The requirement that wheel chocks or timbers may also be required when transporting equipment on vehicles has resulted in its wheel chock stowage system.

One of its more recent innovations is the powered slide-out walkway specified by rental companies including Sunbelt and GAP Group which has clear benefits of safety, ease of use and time saving.



Powered slide out walkway



Dual Serrated steel Mesh



Chain-lok bar

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THE NEXT GEN LOW LOADERS

Nooteboom Trailers has launched the Euro-PX3, its 3rd generation of Euro-PX low loaders with pendulum (swing) axles and significant improvements in increased payload, a wider trough providing more space and flexibility for oversized loads, a bigger steering angle for better maneuverability and control, a new steering system to reduce tyre wear and a lightweight chassis.

Available with two or three axle lines, the Euro-PX3 has a load capacity of 12 or 14 tonnes per axle at 80 kph. It is available in vehicle widths of 2.54, 2.74 or 2.84 metres, axle distances of 1.36 or 1.51 metres and 245/70R17.5 or 285/70R19.5 tyres. The axle bogie has new bearings, simplifying maintenance and reducing long-term costs.

Nooteboom has been producing low loader trailers since 1953 and launched



the original Euro-PX in 2005. This year the PX range has been redesigned with hydraulically steered swing axles. Combination options in the near future include Jeep dolly and Interdolly configurations for extra load capacity.

COMPLEX STATOR TRANSPORTATION

Careful planning and collaboration with local authorities were required by UK based heavy transport provider Collett and Sons to successfully complete the 92 mile transportation of a 234 tonne stator from Heysham Port to Gretna Grid Stability Facility, Scotland.

At the port the stator - measuring 9.1 metres long, 4.2 metres wide and 3.9 metres high - was loaded onto a 12 axle modular flattop trailer to shunt it within the port for temporary storage. To facilitate self-loading, Collett's 24 axle 350 tonne capacity Scheuerle girder bridge trailer was built around the stator ensuring efficient loading operations.

The stator - accompanied by Collett's escort fleet and Lancashire police - set off from the port but due to the length and weight of the girder bridge trailer several complex manoeuvres and strategic adjustments were required. One included temporarily stopping motorway traffic to turn the trucks around and contraflow a joining slip road to avoid a weak bridge structure.

After 88 miles the load reached the transition point at Longtown and was self off-loaded onto temporary stools and the girder bridge demobilised. At this stage a 16 axle Self-Propelled Modular Trailer (SPMT) was driven under the stator to lift it off the stools eliminating the need for a large mobile crane. The SPMT provides 360 degree steering and vertical lifting or lowering of the load over shorter distances where route access is limited such as the various bridges that had to be navigated. The load was safely chained down for the final four mile leg of the journey to the Gretna Grid Stability Facility, driven at a two kph walking pace.

To ensure clear passage on the route, trees had to be trimmed and some street furniture removed. Additionally, a thorough structural report was made to ensure that two bridges dating back to the late 1800s, could support the combined weight of the SPMT and stator.

Upon arrival, limited space at the facility meant the stator was temporarily off-loaded onto stools and the SPMT was reconfigured to 11 axles enabling the trailer to make a 90 degree turn for unloading inside the building.

The Gretna Grid Stability Facility, featuring a 60 MVA synchronous condenser, will boost grid stability by providing short-circuit and inertia power, as well as reactive power compensation to support distribution networks with a high share of renewable energy.



The 234t stator



The stator being transferred to the SPMT for the final part of the journey

RELOCATION OF CRUSHER PARTS

Mining equipment is never permanent as once an area is exhausted, equipment must be moved to a new location to continue operations. Chile's state owned copper mining company Codelco has mines near the city of Calama in the north of the country and sought guidance from heavy lift

and transport specialist Mammoet on the best method to move massive key crusher parts - the largest weighing 1,300 tonnes - 4.5km from one site to another.

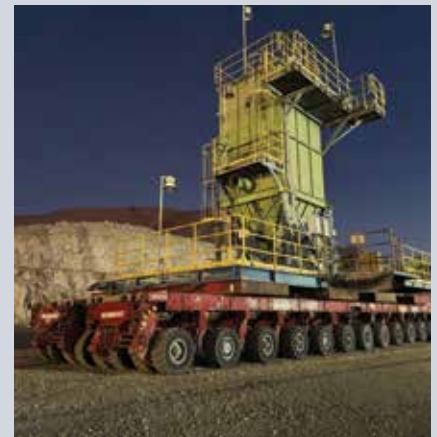
In all, 16 components - including six of the largest making up the crusher system - had to be moved. Mammoet proposed a series of different extraction methods to allow the key components to relocate as whole units, reducing cost and resulting in the project finishing earlier than expected.

One of Mammoet's biggest challenges was sourcing and mobilising all the equipment and personnel for the huge project. To bolster the equipment that was already available in Chile, additional SPMTs were brought in from Malaysia, skidding systems from the US, and other equipment was sourced from Colombia.

There were six key components to relocate, and the method for removal and transporting was different for each. Most were lifted using climbing jacks and then relocated with SPMTs fitted with support beams. The drive system used the same approach but with the addition of a skidding system used to slide the component twelve meters before it could be jacked down into its final position.

The two heaviest items were the 1,100 tonne silo and the 1,300 tonne crusher - the latter being the most complex of the six cargo movements. The crusher was extracted from its housing using skid tracks and skid shoes before being lifted into the air high enough for SPMTs to move underneath. Lashing was used to add additional support and hold everything in position during the 4.5km journey.

Once at the installation site, the earlier process was repeated in reverse, with SPMT trailers lowering the cargo onto skid tracks to slide it back into its new position. The operation was completed in just over a month - less time than was expected due to crusher parts being removed as complete units - and included a team of 70 people, 160 axle lines of SPMT, eight 500 tonne skid shoes, eight 400 tonne jacking systems as well as support beams, rails, and lashings.



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150 YEARS OF
INNOVATION



Biggest at the show
- Tadano's 1,250t
CC 78.1250-1 lattice
crawler



Wolffkran launched
several new tower cranes



More and more Chinese products were on
show including XCMG's All Terrain line up

BAUMA 2025 – A SHIFT IN THE WORLD ORDER

This year's Bauma confirmed the shift in the world order, when it comes to aerial lifts, cranes and to a lesser extent telehandlers. One comment from an aerial lift manufacturer summed it all up: "At previous shows Chinese manufacturers were scrutinising and taking pictures of the Western products ... this Bauma it is the Western manufacturers all over the Chinese products!"

At C&A, we have charted this shift and its effects on many of the established manufacturers - particularly in the access market - due to the increased export activity from Chinese companies. But at Bauma it was clear for all to see the Chinese have definitely arrived and mean business.

Although attendance was slightly lower than the record breaking 2022 show, the organiser claims that a staggering 600,000 visitors from almost 200 countries attended the seven day event. Interestingly the numbers of international visitors were considerably higher, with particular increases from Brazil, Portugal, Romania, the Netherlands, Turkey and Spain...and China.

With so many manufacturers gearing their product development towards a Bauma launch, there were literally hundreds of new products at the show, and with more than 3,600 exhibitors it is impossible to cover each and every one even in our sector. However, there are already numerous 'Bauma reports' on the Vertikal website (www.vertikal.net) together with plenty of show information. This review can really only cover some of the highlights in the three main categories - cranes, telehandlers and access equipment.

CRANES

Largest stand at the show was, as always, Liebherr. On home turf it always likes to make a statement and this year wowed visitors with an 800 tonne LG 1800 wheeled lattice crane, a 300 tonne battery powered LR 1300.2 SX crawler crane and its first electric duty cycle crane - the HS 8100.2 with dual power as well as many other new AT and tower crane products.

It was however 'out craned' by Tadano's 1,250 tonne CC 78.1250-1 lattice crawler, by far the largest on the showground - the first two units being ordered by the largest crane rental company



Sany's new 200 tonne
electric SCC2000A-EV



Altec Teupen TE720 - a new
player in the 70m truck market



Zoomlion's 72.3m ZT72J is
currently the biggest in Europe

in the USA, Maxim Crane Works. Tadano was also keen to show off its recent acquisitions - Manitex, Nagano and IHI Transport machinery - with all products including Oil&Steel, Valla, PM etc - in Tadano livery. It will be interesting to see how the integration of all the new companies pans out given the challenges it has faced with Demag.

Tadano also launched a long boomed version of its five axle 250 tonne AT. The new AC 5.250L-2 - has a 79 metre eight section main boom rather than a seven section 70 metre boom on the current 250 tonner. Its 5.8 to 30 metre lattice extensions take the maximum tip height to 112 metres. The crane can still meet 12 tonne axle loads with Vario hook block and 250kg of gear onboard. Other new products included the five axle AC 5.120H-1 AT and the eGR-1000XLL-1 RT cranes.

Italian manufacturer Marchetti showed its 15 tonne, fully electric All Terrain city type crane - the Trio OE - which features a five section 19 metre telescopic main boom with a maximum tip height of 21 metres. The compact machine has an overall length of just over six metres, is 1.9 metres wide, 2.9 metres high and weighs 14 tonnes. Power comes from a 230Ah 2LiFe lithium battery pack providing a maximum travel speed of 40kmph. Also on the stand was the new 25 tonne CW25.35 HY electric telescopic crawler crane.

Sany showed two new cranes - a 200 tonne electric lattice crawler and a 120 tonne All Terrain. The 200 tonne SCC2000A-EV crawler uses a 423kWh battery said to provide eight hours continuous operation, European standard DC

Hoefflon launched its three tonne C6e spider



Galizia launched its electric 13 tonne GF130



Sennebogen's 220 tonne 6220E



Grove's 150t GMK5150XLe plug-in hybrid

fast charging allowing a full charge in less than two hours as well as supporting AC charging, a third generation 'intelligent' control system with

wireless remote is standard as are chain type flat track pads for improved travel on various ground conditions. Maximum boom length is 86 metres

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A new name in the market, Stafford Tower Cranes - formerly Soima - with its all new luffer and cab



with a maximum luffing jib combination of 59 metres and 63 metres. The crane can be plugged into Sany's new SPL210 mobile energy storage pack - a 210kWh high performance lithium ion phosphate battery weighing 2.75 tonnes so trailer towable. Maximum output is 100kW at 400 volts. The 120 tonne Sany SAC1200E All Terrain has a 66 metre main boom and 90 metre maximum lift height. The two engine crane - both Mercedes - also includes radio remote controls and a new generation cab.

Manitowoc had an impressive stand with many new cranes and products including its largest self-erecting tower crane to date - the eight tonne Potain Igo T 139 with jib lengths of 50 or 55 metres with jib tip capacities of two and 1.2 tonnes respectively in Potain Plus capacity mode. Hook heights can be extended to 40.7 metres.

The new five axle 150 tonne Grove GMK5150XL plug-in hybrid was also on the stand featuring a 68.7 metre boom and a 99 metre maximum lift height. The fully electric superstructure can operate for up to five hours from a 180kWh battery pack which can be recharged from the grid or onboard generators. The crane is also HVO 100 ready. Also highlighted was smart technology with Grove Connect and Potain Connect allowing real time fleet management, crane performance tracking and remote crane diagnostics.

A four axle truck mounted Hidrokon loader crane



New to Bauma - Sunhunk with a range of articulated loader cranes



The impressive 800t Liebherr LG 1800



Maxim Crane Works - the largest crane rental company in the USA - ordered the first two 1,250 tonne Tadano CC 78.1250-1 lattice crawler cranes

Irish American and Portuguese tower crane manufacturer Stafford Tower Cranes showed its new 20 tonne STL.257 luffing jib tower crane with a 60 metre jib and 40 metres of tower for a maximum jib tip capacity of 3.3 tonnes at its maximum radius. Also on show was a new operator's cab along with an inboard mounted operator/emergency access lift system.

Sennebogen launched its largest telescopic crawler crane to date the 200 tonne 6203E. The new crane has a six section 56.4 metre boom with extensions give an 81 metre maximum tip height. The crane has a transport width of three metres without tracks, once assembled they extend with variable working widths from 3.5 to six metres. Power comes from a Stage V diesel that is HVO ready. The new crane also features the company's Maxcab cab, which can be tilted by 20 degrees and can be equipped with hydraulic elevation that provides a viewing height of 5.7 metres and 30 degrees of tilt. Also launched was the 220 tonne 6220E duty cycle lattice crawler crane.

German startup company QuiMo (Quick Motion) showed its highly unusual and innovative electric powered two wheel loader with forward reach. The machine has a 1.6 tonne maximum capacity at a height of 2.8 metres on forks, or 1.9 metres with the bucket attachment and an overall 500mm forward reach at full capacity. Overall weight is 1,800kg.

Unic Cranes on the GGR stand launched two new spiders - the eight tonne URW-806-3 and the four tonne UM445. The URW-806-3 is rated at 1.7 metres radius, while it can take 1,350kg to a height of 19.5 metres, or handle 800kg at 25.2 metres with the hydraulic jib. The smaller UM445 has a maximum capacity of four tonnes at 1.8 metres radius, 1,840kg at its maximum lift height of 10.9 metres, or 880kg at 16.4 metres on the jib.

As usual Wolffkran's impressive stand featured several new models including the Wolff 550 B luffing jib crane initially available with a 110kW hoist and 65 metre jib with a five tonne tip capacity. Maximum capacity is 30 tonnes in two fall mode. The company also extended its Compact series with its first trolley jib crane in the 900 tonne metre class. The Wolff 8095 Compact has a 25 tonne maximum capacity and 10.5 tonnes at its 80 metre jib tip. The 560 tonne metre Wolff 8038 is its largest flat top crane to date and has an 80 metre jib and 20 tonnes maximum capacity.

BKL Baukran Logistik showed the new 1,100 tonne metre TLS 1100 50T from Sáez Cranes. With a maximum lift capacity of 50 tonnes, the flat top has a maximum hook height of 92 metres and can lift almost 11 tonnes over its maximum radius of 86 metres in one fall operation. BKL says it is taking five of the new 50 tonners.

The new 120 tonne Sany SAC1200E All Terrain



Mark Rafferty of Bernard Hunter Cranes (R) concludes a Maeda deal with Kranlyft's Simon Marnock





Sunward also launched the SWTH 3507 telehandler with a max capacity of 3,500kg, a lift height of 7.43m and an outreach of 3.83m



Thaler 48T18 compact telehandler



Zoomlion's growing telehandler lineup

TELEHANDLERS

Everywhere you turned there appeared to be a new telehandler or a new telehandler manufacturer - particularly from China and Turkey. Given the non-existent Chinese market it begs the question...however with global sales possibly reaching 70 to 90,000 a year in the near future the room might be there even if their domestic markets are in their infancy.

Concentrating on new products: First time exhibitor Vanse from China showed its 13.5 metre/4,000kg WSC1440 telehandler while a seven metre/4,000kg WSC740 is also available. Lift capacity at maximum height is 3,000kg and 3,300kg respectively with overall weights of 10.6 and 7.8 tonnes.

Turkish manufacturer Hidromek launched its first telehandler in the form of the 4,000kg/18 metre HMK 40-18 TH prototype. With modern, angular styling it features a high pressure piston type hydraulic pump, powershift transmission and reverse cooling fan. Maximum lift height is 17.65 metres with 13.1 metres of forward reach. Width is 2.4 metres and it weighs 12,500kg.

German company Thaler showed its 48T18 a compact machine weighing 3,350kg with an overall width of 1.8 metres and height of just under two metres. Lift capacity is 1,800kg and maximum lift height 4.8 metres.

After many years of seeing a Sunward telehandler at various shows only to disappear at the next, it would appear the company is now making a concerted effort to enter the market. Last year Laurent Pons, previously with Manitou - was given the go ahead to develop Sunward's aerial lift division with boom and scissor lifts along with telehandlers and the five and 10 tonne telescopic crawler cranes. Its latest telehandler is the 3,500kg/7.4 metre SWTH 3507 for Europe. The company says that it also has US spec high boom machines for the North American market.

Sany's telehandler range continues to expand from the 13.9 metre/4,000kg STH1440,

17.55 metre/4,000kg STH1840 and the seven metre/4,200kg STH742 with the addition of the new all-electric six metre/2,500kg STH625E with regenerative braking and boom lowering which can add up to 15 percent to its claimed eight hour battery life. The compact machine is less than two metres high and wide with a 34kWh LFP battery which can be charged from its portable charger with 230V or 370V AC outlets.

Zoomlion showed off its five model range including the ZTH2506, ZTH3507, ZTH3513, ZTH4014 and ZTH4018. Another first was India's ACE Equipment showing its AT350 telehandler while Noblelift - unveiled a new compact



Zeppelin was showing this Faresin badged ZT6.26 telehandler



India's ACE Equipment showed its new telehandler



Magni's new TH3.5.9



Sany's new all-electric STH625E telehandler with regen braking and boom lowering energy capture



First time exhibitor Vanse from China showed its 13.5 metre 4,000kg WSC1440 telehandler



Noblelift showed its new FTN25N telehandler



The QuiMo folding telehandler made its debut

telehandler while also launching its Malaysian built scissor lifts - a company very much on the move.

German Cat distributor Zeppelin show two Faresin built models under its new partnership programme for fixed frame telehandlers in Germany and Austria. In total there are 10 models from six metres/2,600kg to 17 metres/4,500kg in both diesel and all electric versions.

Faresin itself launched its Middle series of FS Next Generation telehandlers with lift heights of seven to 10 metres and capacities of 3,500 and 4,000kg. Features include a new tapered engine cover and reduced blind spots for the operator as well as a redesigned interior and LED lighting. All models have the S420 steel boom with double C-profile. Faresin also launched its FS6.26 - its most compact telehandler - which replaces the FR6.26 of which more than 2,000 units were sold worldwide. Changes include visibility improvements and an electronically controlled, stepless transmission.

Manitou unveiled two new electric telehandlers - the MT 1440e and MT 1840e - which the company claims offer the same performance as the diesel versions but with up to 75 percent savings on energy costs. Battery warranty is five years or 3,000 hours and 70 percent battery SOH (State Of Health). Also new was the 40 metre/7,000kg MRT 4070 360 degree telehandler with 21 metres of forward reach.



The new Dieci Pegasus 100.29

As well as a four model range of RT forklifts Magni launched two new mid-range telehandlers - the TH 3.5.7 and the TH 3.5.9 - with 3,500kg capacity and lift heights of seven and nine metres respectively. Standard on both is the LMI system which monitors machine movements showing relevant load data in real time, Deutz diesels, hydrostatic transmission with Dropbox, for gradeability up to 89 percent and a maximum

speed of 32kph. Both are two metres high and just over two metres wide. Also launched was the RTH 6.31 TC, its first model with a tilting cab which will be followed by the RTH 6.22 TC and the RTH 6.26 TC. In the heavy duty category is the new HTH 25.11 with lift capacity increased 1,000kg to 25,000kg compared to its predecessor the HTH 24.11. Other launches included the TP 4.5.10 platform attachment, and a Vertical and Horizontal lifting mode.



Faresin launched its mid range telehandlers



Hidromek moved into the telehandler market with the launch of its 18m 4,000kg HMK 40-18 TH



CFMG - another new Chinese access manufacturer

AERIAL WORK PLATFORMS

Bauma was full of access equipment from push arounds and slab scissors to massive booms, truck mounts, mastclimbers and hoists and everything in between. Every stand had something new and interesting to see so here are just a few of the highlights.

Several new companies took stands, including Turkish access manufacturers Mote Lift and Platfon. Mote Lift displayed articulated booms, mast booms, scissors and a road-rail - the ABL16RR - boom lift. Platfon had a range of scissor lifts and articulated booms on show.

Chinese company Noblilift launched its new Powered Access division with slab electric scissors from 19ft to 46ft, all built at a state of the art plant in Malaysia. It also has a 32ft and a 46ft articulated boom lift in the final stages of development. Other models in the early stages of development include telescopic boom lifts and spider lifts.



Altec Teupen's new Leo 27 GT Plus spider lift



New to the market was Turkish manufacturer Platfon



CTE showed its all electric 18 metre B-Lift Ev



The new CTE Traccess 230 EVO spider lift

The large truck mounted sector is certainly livening up with the addition of a new player - Altec Teupen - which launched the 72 metre TE720, designed and built in just over a year by ex Palfinger employees who joined Teupen when Palfinger closed one of its German access plants. Mounted on a four axle P 500 Scania with a 32 tonne total weight - MAN and Volvo chassis are also an option - the TE720 provides a new alternative in the growing 70 metre market. The 600kg maximum capacity is available at a working height of 66.8 metres with 320kg or 120kg available at 71.6 metres with outreach of 32 metres, 37 metres and 42 metres respectively. These outreach figures are available with the boom in any position and not just over the front or rear of the chassis. Maximum up & over reach is 46 metres, and the machine can work 17 metres below ground level. The jib has 220 degrees of articulation.

Bronto had its 104 metre on the stand giving rides to those brave enough although maximum height was limited to 70 metres. However, it also showed a 56 metre all electric S56XR and its new 70 metre S70XT1-J, the first two units being ordered by Dutch/Finnish aerial lift rental company JaloBMS for delivery next year. The S70XT1-J features a five section main boom, three section upper boom and Bronto's 175 degree jib, providing a realistic maximum outreach of 39 metres with 120kg in the platform and 33.2 metres with the maximum platform capacity of 600kg.

Multitel debuted its all new 70.6 metre MJE710 truck mount mounted on a 32 tonne Volvo chassis. Outreach is 28.5 metres with 600kg



Genie's new S-85 XC FE hybrid boom lift on the Tecno-Gru stand alongside a Terex RT crane



If you managed to get on the JLG stand you might have seen its new booms



Ruthmann T 380 XS



XCMG XS40ACK

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in the platform, 33.7 metres with 280kg and 37 metre with 100kg.

Numerous deals were finalised at the show including Finnish rental company N Rent completing the order for Zoomlion's 232ft ZT72J telescopic boom lift with a 72.3 metre working height, currently Europe's largest boom lift.

XCMG launched its 126ft - 40.2 metre working height - XGS40ACK all electric telescopic RT boom lift. Maximum outreach is 22.5 metres with 300kg in the platform. Maximum capacity is 460kg at 19 metres outreach.

Finnish aerial lift manufacturer Dinolift introduced a narrow version of its 12 metre 120TLB telescopic trailer lift along with an upgraded version of its 86ft 280RXTE electric semi self-



JalobMS ordered the first two 70 metre Bronto Skylift 570XT1-J truck mounts



Laurant Pons with the new Sunward booms and telehandlers

propelled articulated boom lift with a new 580Ah AGM battery pack which, the company says, doubles its operating time.

Skyjack launched the hybrid versions of its new electric powered articulated RT boom lift range alongside its E-Drive scissor lifts making their European debut. The hybrid booms - a first for the company - include the 45ft SJ45 AJHE+ and 60ft SJ60 AJHE+, with three operating modes - pure electric, automatic top up, and manual recharging.

There were several new spider lifts at the show, including several from Palazzani including the brand new 16m TZJ160 and the 18m TZJ180, both light enough to tow. Also on the stand were



Moog had its MBI 110 1.2 NG underbridge inspection platform on show

ECO versions of the XTJ52+ and TSJ 30.1. Easy Lift showed its new 21 metre RA21 and Ruthmann Bluelift showed its new 20 metre SA20. On the same Time stand was the new 38 metre Ruthmann T 380 XS truck mount, 20 metre Movex TLRx 20 and two Ruthmann Steiger's - the 100 metre T 1000 HF and the 57 metre T 570 HF Hybrid. CTE also premiered its 23 metre Traccess 230 EVO with 11.5 metres outreach and weighing 3,000kg and also its 20 metre 200 EVO.

Klubb launched its 17 metre KL17P mounted on a 3.5 tonne van chassis with an outreach of 10.5 metres. Using a new lightweight three section boom its maximum capacity is 150kg and has 420 degrees of rotation. ■



Multitel's new MJE710 truck mount



Mote Lift stand



ELS showed the new 7.4 metre P58-SE with a capacity of 295kg and total weight of 980kg



Tadano AS-23MJ boom lift



Leguan was showing off its new 26.5 metre 265 spider lift

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The Pro model self-levelling systems offer enhanced safety and stability. Ideal for handling irregular shapes or fine-tuning placement during final installation, they deliver consistent, accurate control while improving productivity and reducing risk on-site.

L5 Pro - 5 Tonnes Capacity

The Ganterud L5 Pro Levelling Yoke is designed to make lifting tasks more efficient, accurate, and safe. Handling loads from up to 5 tonnes, it combines innovative features with proven reliability to support a wide range of lifting operations.

L12 Pro - 12 Tonnes Capacity

Eliminate guesswork with the Ganterud L12 Pro - a compact, radio-controlled levelling yoke for loads up to 12 tonnes. Built for tough environments, it ensures fast, safe, and precise handling of pre-cast concrete, steel, and other heavy components.

L20-3 Pro - 20 Tonnes Capacity

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cranes & access SOURCE GUIDE

2025

Cranes

Aerial work
platforms

Telehandlers

Loader cranes

Lifting gear



www.vertikal.net

The C&A Source Guide attempts to list every crane, access, telehandler and ancillary equipment manufacturer in our industry, detailing the specific models they offer within each category of products. It has been a big undertaking to collate such a large amount of data and it is possible that the odd error or omission has occurred. If you spot anything that needs changing, please do not hesitate to email us at: editor@vertikal.net.

MOBILE CRANES



Manufacturer	Origin	Website	All Terrain	Compact/ City	Truck	Self-erecting tower	Rough Terrain	Trailer/ Aluminum	Pick & Carry
Ace Cranes	India	www.ace-cranes.com							
Altec	USA	www.altec.com							
Bailey Cranes	USA	www.baileycranes.com							
Bencini	Italy	www.camsind.com/en/autogru-bencini							
BG Lift	Italy	www.bglift.com							
Böcker	Germany	www.boecker.de							
Broderson Man.	USA	www.bmccranes.com							
CKD Mobilní Jeáby	Czech Republic	www.ckd-jeraby.cz							
Delta Cranes	Italy	www.delta-cranes.com							
Elliott	USA	www.elliottequip.com							
Emminghaus	Germany	www.emminghaus.de							
Escorts	India	www.escortsgroup.com							
Franna	Australia	www.terex.com/franna							
Galizia	Italy	www.galiziagru.com							
Grove	Grove	www.manitowoc.com/grove							
GT Cranes	Italy	www.gt-cranes.com							
Hidrokon	Turkey	www.hidrokon.com							
Hoeflon	Netherlands	www.hoeflon.com							
Horyong	Korea	www.horyong.co.kr							
Humma Cranes	Australia	www.hummacranes.com.au							
Idrogru	Italy	www.idrogru.it							
Jekko	Italy	www.jekko-cranes.com							
JMG	Italy	www.jmgcranes.it							
Kato	Japan	www.kato-works.co.jp							
Kegiom	Italy	www.kegiom.com							
Klaas	Germany	www.klaas.com							
Liebherr	Germany	www.liebherr.com							
Lift Systems	USA	www.lift-systems.com							
Link-Belt	USA	www.linkbelt.com							
Liyue	China	www.liyueachinery.com							
Load King	USA	www.loadkingmfg.com							
Locatelli	Italy	www.locatell Crane.com							
LiuGong	China	www.liugong.com							
Manitex	USA	www.manitex.com							
Marchetti	Italy	www.marchetti.it							
MKG	Germany	www.mkg-export.com							
MPG	Turkey	www.mpg.com.tr							
National Crane	USA	www.manitowoc.com/national-crane							
Ormig	Italy	www.ormig.com							
Paus	Germany	www.paus.de							
Reedyk	Netherlands	www.reedyk.eu							
Rigo	Italy	www.rigo-cranes.com							
Sany	China	www.sanyglobal.com							
Sennebogen	Germany	www.sennebogen.com							
Shuttlelift Cranes	USA	www.manitowoc.com/shuttlelift							
Socage Cranes	Italy	www.socage.it							
Spierings	Netherlands	www.spieringscranes.com							
Sunward	China	www.sunward.com.cn							
SPT Cranes	China	www.sptcrane.com							
Tadano	Japan/Ger./USA	www.tadano.com							
TCM	Italy	www.tcmsrl.net							
Terex	Italy	www.terex.com							
TGT-Teupen	Germany	www.tgt-teupen.com							
Til	India	www.tilindia.in							
TRT	Australia/NZ	www.trt.co.nz							
Valla - Manitex	Italy	www.vallacrane.com							
World Power Erkin	Turkey	www.worldpower.com.tr							
XCMG	China	www.xcmgeu.com							
Zee Crane	USA	www.zeecrane.com							
Zoomlion	China	www.zoomlion.com							



CRAWLER CRANES



Manufacturer	Origin	Website	Telescopic boom	Lattice boom	Duty cycle	Mini crawler (<12t)	Spider cranes
Ace Cranes	India	www.ace-cranes.com					
AlmaCrawler	Italy	www.alma-crawler.com					
Bauer	Germany	www.bauer.de					
Befard	Poland	www.befard.com					
Benelli Gru	Italy	www.benelli-group.it					
BG Lift	Italy	www.bglift.com					
Casagrande	Italy	www.casagrandegroup.com					
Cornadil	Italy	www.cornadil.com					
Favelle Favco	Malaysia	www.favellefavco.com					
Fuwa	China	www.fuwaglobal.com					
Grove	USA	www.manitowoc.com/grove					
Hoeflon	Netherlands	www.hoeflon.com					
HSC Cranes	Japan	www.hsc-cranes.com					
Jekko	Italy	www.jekko-cranes.com					
Kato	Japan	www.kato-works.co.jp					
Kegiom	Italy	www.kegiom.com					
Kobelco	Japan	www.kobelco-cranes.com					
Liebherr	Germany	www.liebherr.com					
Link-Belt	USA	www.linkbelt.com/cranes					
Maeda	Japan	www.maeda-minicranes.com					
Mait	Italy	www.mait.it					
Manitowoc	USA	www.manitowoc.com/manitowoc					
Mantis	USA	www.mantiscranes.com					
Marchetti	Italy	www.marchetti.it					
Palfinger	Austria	www.palfinger.com					
PVE Cranes	Netherlands	www.pvecrane.com					
Reedyk	Netherlands	www.reedyk.eu					
Sany	China	www.sanyglobal.com					
Sennebogen	Germany	www.sennebogen.com					
Soilmec	Italy	www.soilmec.com					
SPT Cranes	China	www.sptcrane.com					
Sunward	China	www.sunward.com.cn					
Spydercrane	USA	www.spydercrane.com					
Tadano	Germany/USA	www.tadano.com					
TCM	Italy	www.tcmsrl.net					
TGT-Teupen	Germany	www.tgt-teupen.com					
Unic	Japan	www.uniccrane-global.com					
Valla	Italy	www.vallacrane.com					
XCMG	China	www.xcmgeu.com					
Zoomlion	China	www.en.zoomlion.com					



TOWER CRANES



Manufacturer	Origin	Website	Luffing jib	Saddle jib	Articulated	Flat top	Self erectors
Ace Cranes	India	www.ace-cranes.com					
Artic Cranes	Sweden	www.articcrane.com					
BBL Cranes	Germany	www.bbl-baumaschinen.de					
Benazzato	Italy	www.benazzatogru.it					
Cattaneo	Italy	www.cattaneogru.it					
Comansa	Spain	www.comansa.com					
Dalbe	Italy	www.grudalbe.com					
ENG Cranes	Italy	www.engcranes.com					
EuroGru	Germany	www.eurogru.de					
Favelle Favco	Malaysia	www.favellefavco.com					
FB Gru	Italy	www.fbgru.it					
FM Gru	Italy	www.fmgru.com					
Gelco Clever Crane	Italy	www.gelcogru.com					
Jakob Fahrzeugbau	Switzerland	www.jakobfahrzeugbau.ch					
Jaso	Spain	www.jaso.com					
Jost	Germany	www.jostcranes.de					
Kraxcle	Netherlands	www.kraxcle.com					
Krøll Cranes	Denmark	www.krollcranes.dk					
Krupinski Cranes	Poland	www.krupinsicranes.com					
Liebherr	Germany	www.liebherr.com					
MiDi cranes	Spain	www.midicranes.com					
Montarent	Netherlands	www.montarent.nl					
Moritsch	Italy	www.moritsch.it					
Potain	France	www.manitowoc.com/potain					
Raimondi	Italy	www.raimondi.co					
Saez (Grúas Saez)	Spain	www.gruassaez.com					
San Marco	Italy	www.sanmarco-cranes.info					
Sany	China	www.sanyglobal.com					
Speed Crane	France	www.speedcrane.uk					
Spierings	Netherlands	www.spieringscranes.com					
Stafford Tower Cranes	Portugal	www.staffordtowercranes.com					
Terex	Italy	www.terex.com					
Vicario	Italy	www.vicariogru.com					
Wilbert	Germany	www.wilbert.de					
Wolffkran	Germany	www.wolffkran.com					
XCMG	China	www.xcmgeu.com					
Yongmao	China	www.yongmao.com.cn					
Zoomlion	China	www.en.zoomlion.com					



LOADER CRANES



Manufacturer	Origin	Website	Telescopic	Knuckle boom	Mini (<1t)	Marine
Ace Cranes	India	www.ace-cranes.com				
Amco Veba	Italy	www.amcoveba.com				
Atlas	Germany	www.atlasgmbh.com				
Befard	Poland	www.befard.com				
Benelli Gru	Italy	www.benelli-group.it				
BG Lift	Italy	www.bglift.com				
Cobra	USA	www.cobra-cranes.com				
Copma	Italy	www.cps-group.com				
Cormach	Italy	www.cormach.com				
Dall'Aglio Newcranes	Italy	www.dncrane.com				
Effer	Italy	www.effer.com				
Fassi	Italy	www.fassi.com				
Ferrari	Italy	www.fliferrari.it				
HC Hyd. Crane Ind.	Italy	www.hcindustrie.com				
Heila	Italy	www.heila.com				
Hiab	Italy	www.hiab.com				
Hidrokon	Turkey	www.hidrokon.com				
HMF	Denmark	www.hmfcranes.com				
Horyong	Korea	www.horyong.co.kr				
Hyva	Italy	www.hyva.com				
Load King	USA	www.loadkingmfg.com				
Manitex	USA	www.manitex.com				
Marchesi	Italy	www.marchesigrup.com				
Maxilift	Italy	www.maxiliftcrane.com				
MKG	Germany	www.mkg-export.com				
MPG	Turkey	www.mpg.com.tr				
Next Hydraulics	Italy	www.nexthydraulics.com				
Palfinger	Austria	www.palfinger.com				
Penny Hydraulics	UK	www.pennyhydraulics.com				
Pesci	Italy	www.cps-group.com				
PM	Italy	www.pm-group.eu				
Sany Palfinger	Austria/China	www.en.sanypalfinger.com				
Sunhunk	China	www.sunhunk.com				
Tadano	Japan	www.tadano.com				
TCM	Italy	www.tcmsrl.net				
Tirre	Germany	www.tirre.de				
TKA Cranes	Brazil	www.tkacranes.com				
Toimil	Spain	www.toimilgruas.com				
Unic	Japan	www.uniccrane-global.com				
Venturo	USA	www.venturo.com				
World Power Erkin	Turkey	www.worldpower.com.tr				
XCMG	China	www.xcmgeu.com				



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SCISSOR LIFTS



Manufacturer	Origin	Website	Slab electric	Rough terrain
AB Lift	Germany	www.ab-lift.com		
Aichi	Japan	www.aichi-corp.co.jp		
Airman	Japan	www.airman.co.jp		
Airo	Italy	www.airo.com		
ATN	France	www.atnplatforms.com		
AXCS	USA	www.hybridlifts.com		
Boonai Lift	China	www.boonailift.com		
BoSS	Taiwan	www.bosaccessstowers.com		
CFMG	China	www.cncfmglift.com		
Chen Lift	China	www.chenliftplatform.com		
Dingli	China	www.cndingli.com		
Eastman Heavy Mach.	China	www.eastmanhm.com		
ELS Lift	Turkey	www.elslift.com		
Fronteq	China	www.fronteqlift.com		
Galen	Turkey	www.galengroup.com		
Gantic	Norway/Spain	www.gantic.no		
Genie	USA	www.genielift.com		
GMG	China	www.globalmachineryinc.com		
Goman	China	www.gomanlift.com		
HAB	Germany	www.hab-sales.com		
Haulotte	France	www.haulotte.com		
Hered	China	www.hered-lift.com		
Holland Lift	Netherlands	www.hollandlift.com		
Imer	Italy	www.imergroup.com		
Italift	Italy	www.italift.it		
JCB	India	www.jcb.com		
JCHI	China	www.jchic.en.ecplaza.net		
JLG	USA/Belgium	www.jlg.com		
Jovoo	China	www.jovoolift.com		
King Lift	China	www.kingliftcn.com		
Kreitzler	Germany	www.kreitzler.de		
LGMG	China	www.en.lgm.com.cn		
Lift-A-Loft	USA	www.liftaloft.com		
LiuGong	China	www.liugong.com		
MacGen	N.Ireland	www.macgen.co.uk		
Magni	Italy	www.magnith.com		
Manitou	France	www.manitou.com		
Mantall	China	www.mantall.com		
MEC	USA	www.mecavp.com		
Mieve	Spain	www.mieve.es		
Mote Lift	Turkey	www.motelift.com		
Noblelift	China	www.noblelift.com		
Onderlift	Turkey	www.onderlift.com		
PB Lifttechnik	Germany	www.pb-arbeitsbuehnen.de		
Plafon	Turkey	www.plafon.com		
QIYUN	China	www.qiyunlift.com		
Hynee	China	www.reesindustries.com		
Runshare	China	www.runshare.net		
Sinoboom	China	www.sinoboom.com		
Skyjack	Canada	www.skyjack.com		
Snorkel	UK/USA	www.snorkellifts.com		
Sunward	China	www.sunward.com.cn		
Weiss	Germany	www.arbeitsbuehnen-weiss.de		
XCMG	China	www.xcmgeu.com		
Yamei	China	www.scissorliftfactory.com		
Zoomlion	China	www.zoomlion.com		



BOOM LIFTS



Manufacturer	Origin	Website	Mast boom	Telescopic boom	Articulated boom	Semi self-propelled
Aichi	Japan	www.aichi-corp.co.jp				
Airo	Italy	www.airo.com				
ATN	France	www.atnplatforms.com				
Bil-Jax	USA	www.haulotte-usa.com				
CFMG	China	www.cncfmglift.com				
Chen Lift	China	www.chenliftplatform.com				
Dingli	China	www.cndingli.com				
Dinolift	Finland	www.dinolift.com				
Eastman Heavy Mach.	China	www.eastmanhm.com				
ELS Lift	Turkey	www.elslift.com				
Farone	Italy	www.faraone.eu				
Fronteq	China	www.fronteqlift.com				
Gantic	Norway/Spain	www.gantic.no				
Genie	USA	www.genielift.com				
GMG	China	www.globalmachineryinc.com				
Goman	China	www.gomanlift.com				
Haulotte	France	www.haulotte.com				
Hematec	Germany	www.hematec-arbeitsbuehnen.de				
Hered	China	www.hered-lift.com				
Imer	Italy	www.imergroup.com				
Italift	Italy	www.italift.it				
JCB	India	www.jcb.com				
JCHI	China	www.jchic.en.ecplaza.net				
JLG	USA/Belgium	www.jlg.com				
Jovoo	China	www.jovoolift.com				
King Lift/ Quiyn	China	www.qiyunlift.com				
Kreitzler	Germany	www.kreitzler.de				
Leguan	Finland	www.leguanlifts.com				
LGMG	China	www.lgm.com.cn				
Lift-A-Loft	USA	www.liftaloft.com				
LiuGong	China	www.liugong.com				
Magni	Italy	www.magnith.com				
Manitou	France	www.manitou.com				
Mantall	China	www.mantall.com				
Matilsa	Spain	www.matilsa.it				
MEC	USA	www.mecavp.com				
Mecaplus	Spain	www.mecaplus.es				
Mote Lift	Turkey	www.motelift.com				
Nagano	Japan	www.nagano-access.com				
Niftylift	UK	www.niftylift.com				
Paus	Germany	www.paus.de				
PB Lifttechnik	Germany	www.pb-arbeitsbuehnen.de				
Rees Lift	China	www.reesindustries.com				
Runshare	China	www.runshare.net				
Sinoboom	China	www.sinoboom.com				
Skyjack	Canada	www.skyjack.com				
Snorkel	UK/USA	www.snorkellifts.com				
Sunward	China	www.sunward.eu				
Tadano	Japan	www.tadano.com				
Toucan	France	www.jlg.com				
XCMG	China	www.xcmgeu.com				
Yamei	China	www.scissorliftfactory.com				
Zoomlion	China	www.zoomlion.com				





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- Hook height max. 11.20 m (17.0 m incl. FlyJib)



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TRACKED LIFTS



Manufacturer	Origin	Website	Spider lift	Boom lift	Scissor lift	Mast boom
AB Lift	Germany	www.ab-lift.com				
Aichi	Japan	www.aichi-corp.co.jp				
Airman	Japan	www.airman.co.jp				
Airo	Italy	www.airo.com				
AlmaCrawler	Italy	www.alfmac-italia.com				
ATN	France	www.atnplatforms.com				
Benelli gru	Italy	www.benelli-group.it				
Bluelift	Germany	www.ruthmann.de				
Böcker	Germany	www.boecker.de				
Cela	Italy	www.cela.it				
CFMG	China	www.cncfmglift.com				
CMC	Italy	www.cmclift.com				
Co.M.eT	Italy	www.officinecomet.it				
Cormidi	Italy	www.cormidi.us				
CTE	Italy	www.ctelift.com				
Custers	Netherlands	www.custers.nl				
Denka Lift	Germany	www.denkalift.com				
Dingli	China	www.cndingli.com				
Dinolift	Finland	www.dinolift.com				
Eastman	China	www.eastmanhm.com				
Easy Lift	Italy	www.easy-lift.com				
Europelift	Hungary	www.europelift.com				
Falcon Lifts	Denmark	www.falconlifts.com				
Fronteq	China	www.fronteqlift.com				
Gantic	Norway/Spain	www.gantic.no				
Genie	USA	www.genielift.com				
Goman	China	www.gomanlift.com				
HAB	Germany	www.hab-sales.com				
Haulotte	France	www.haulotte.co.uk				
Hered	China	www.hered-lift.com				
Hinowa	Italy	www.hinowa.com				
Holland Lift	Netherlands	www.hollandlift.com				
Hyrax	Netherlands	www.hyrax.nl				
Imer	Italy	www.imergroup.com				
JLG	USA/Belgium	www.jlg.com				
Jovoo	China	www.jovoolift.com				
Kinglift	China	www.kingliftcn.com				
Leguan	Finland	www.leguanlifts.com				
LGMG	China	www.lgmglifts.com				
Mantall	China	www.en.mantall.com				
Mecaplus	Spain	www.mecaplus.es				
Multitel Pagliero	Italy	www.pagliero.com				
Nagano	Japan	www.naganoaccess.com				
Niftylift	UK	www.niftylift.com				
Oil&Steel	Italy	www.oilsteel.com				
Omega	Netherlands	www.omegasolutions.biz				
Ommelift	Denmark	www.ommelift.com				
Palazzani	Italy	www.palazzaniindustrie.com				
Palfinger Pltms. Italia	Italy	www.palfingerplatformsitaly.it				
Platform Basket	Italy	www.platformbasket.com				
QIYUN	China	www.qiyunlift.com				
Rhinox	Netherlands	www.rhinox-lift.com				
Runshare	China	www.runshare.net				
Ruthmann	Germany	www.ruthmann.de				
Sinoboom	China	www.sinoboom.com				
Socage	Italy	www.socage.it				
Snorkel	USA/UK	www.snorkelifts.com				
Tadano	Japan	www.tadano.com				
Teupen	Germany	www.teupen.com				
Weiss	Germany	www.arbeitsbuehnen-weiss.de				



VEHICLE MOUNTED LIFTS



Manufacturer	Origin	Website	Truck (<3.5t)	Truck (>3.5t)	Trailer lift	Van lift	Underbridge inspection
Aichi	Japan	www.aichi-corp.co.jp					
Aldercote	UK	www.aldercote.com					
Altec	USA	www.altec.com					
Anderson Hy. Pltfm.	USA	www.andersonunderbridge.com					
Ascendant	UK	www.ascendantaccess.com					
Aspen Aerials	USA	www.aspenaerials.com					
Barin	Italy	www.barin.it					
Benelli gru	Italy	www.benelli-group.it					
Bil-Jax	USA	www.haulotte-usa.com					
Böcker	Germany	www.boecker.de					
Bronto Skylift	Finland	www.brontoskylift.com					
Cela	Italy	www.cela.it					
Co.M.eT	Italy	www.officinecomet.it					
CTE	Italy	www.ctelift.com					
Custers	Netherlands	www.custers.nl					
Danilift	Denmark	www.danilift.dk					
Denka Lift	Germany	www.denkalift.com					
Dinolift	Finland	www.dinolift.com					
Elliott Equipment	USA	www.elliotequip.com					
Europelift	Hungary	www.europelift.com					
France Elevateur	France	www.france-eleveur.fr					
Goman	China	www.gomanlift.com					
GSR	Italy	www.gsrspa.it					
Hidro-Grubert	Argentina	www.hidrogrubert.com					
Hidrokon	Turkey	www.hidrokon.com					
Horyong	South Korea	www.horyong.co.kr					
Isoli	Italy	www.isoli.com					
JLG	USA/Belgium	www.jlg.com					
Jovoo	China	www.jvoolift.com					
Kinglift	China	www.kingliftcn.com					
Klaas	Germany	www.klaas.com					
Klubb	France	www.klubb.com					
Kuli	Germany	www.kuli.com					
Lift-A-Loft	USA	www.liftaloft.com					
Matilsa	Spain	www.matilsa.it					
Mieve	Spain	www.mieve.es					
Moog	Germany	www.moog-online.com					
Movex	Spain	www.movexlift.com					
Multitel Pagliero	Italy	www.pagliero.com					
Niftylift	UK	www.niftylift.com					
Oil&Steel	Italy	www.oilsteel.com					
Ommelift	Denmark	www.ommelift.com					
Oxley	Italy	www.oxley-piattaforme.it					
Palfinger Platforms	Germany	www.palfinger.com					
Palfinger Ptfms. Italia	Italy	www.palfingerplatformsitaly.it					
Paus	Germany	www.paus.de					
QIYUN	China	www.qiyunlift.com					
Ruthmann	Germany	www.ruthmann.de					
Safi	Italy	www.safi.it					
Sinoboom	China	www.sinoboom.com					
Sky Aces	Italy	www.skyaces.eu					
Snorkel	UK/USA	www.snorkellifts.com					
Socage	Italy	www.socage.it					
Tadano	Japan	www.asia.tadano.com					
Talleres Velilla	Spain	www.talleresvelilla.com					
Terex Utilities	USA	www.terex.com					
Teupen	Germany	www.teupen.com					
Thomas Boom Lifts	Belgium	www.thomas-hoogwerkers.be					
Time	USA	www.timemfg.com					
Versalift	Denmark	www.versaliftinternational.com					
XCMG	China	www.xcmg.com					



LOW LEVEL LIFTS



Manufacturer	Origin	Website	Push around lifts	SP mast/scissor lifts	Personnel lifts
AHI	Malaysia	www.ahilifts.com.my			
Aichi	Japan	www.aichi-corp.co.jp			
Airman	Japan	www.airman.co.jp			
Airo	Italy	www.airo.com			
Altrex	Netherlands	www.altrex.com			
Alplift	Netherlands	www.alplift.com			
AXCS	USA	www.hybridlifts.com			
Axo Lift	Italy	www.axolift.com			
Böcker	Germany	www.boecker.de			
Boonai Lift	China	www.boonailift.com			
BoSS	UK	www.bosscacessetowers.com			
Bravi	Italy	www.bravi-platforms.com			
Chen Lift	China	www.chenliftplatform.com			
Crown	USA	www.crown.com			
Dingli	China	www.cndingli.com			
Eastman Hvy Mach.	China	www.eastmanhm.com			
ELS Lift	Turkey	www.elslift.com			
ErgoLift	France	www.ergolift.com			
Faraone	Italy	www.faraone.eu			
Fronteq	China	www.fronteqlift.com			
Genie	USA	www.genielift.com			
GMG	China	www.globalmachineryinc.com			
Gromet	Italy	www.axolift.com			
Haulotte	France	www.haulotte.com			
Hered	China	www.hered-lift.com			
Hynce	China	www.reesindustries.com			
Imer	Italy	www.imergroup.com			
Instant UpRight	Ireland	www.instantupright.com			
Ixolift	Finland	www.ixolift.com			
JCHI	China	www.jchic.en.ecplaza.net			
JLG	USA/France	www.jlg.com			
LGMG	China	www.lgm.com.cn			
Kreitzler	Germany	www.kreitzler.de			
Kuli	Germany	www.kuli.com			
Lift-A-Loft	USA	www.liftaloft.com			
Magni	Italy	www.magnith.com			
Mantall	China	www.mantall.com			
MEC	USA	www.mecavp.com			
Metal and Modular	UK	www.metalandmodular.co.uk			
Mieve	Spain	www.mieve.es			
Noblelift	China	www.noblelift.com			
PB Lifttechnik	Germany	www.pb-arbeitsbuehnen.de			
Pop-Up Products	UK	www.popupproducts.co.uk			
Power Towers	UK	www.powertowers.com			
ReechCraft	USA	www.reechcraft.com			
Safelift	Sweden	www.safelift.se			
Sinoboom	China	www.sinoboom.com			
Skyjack	Canada	www.skyjack.com			
Snorkel	UK/USA	www.snorkellifts.com			
Yamei	China	www.scissorliftfactory.com			
Zarges	Germany	www.zarges.com			
Zoomlion	China	www.zoomlion.com			



TELEHANDLERS



Manufacturer	Origin	Website	Compact	Fixed frame	360 degree	Heavy duty
Ace Cranes	India	www.ace-cranes.com				
Amkodor	Belarus	www.amkodor.by				
Ausa	Spain	www.ausa.com				
Bobcat	France	www.bobcat.com				
Case IH	USA	www.caseih.com				
Caterpillar	Belgium	www.cat.com				
Claas	Germany	www.claas.co.uk				
Deutz-Fahr	Germany	www.deutz-fahr.com				
Dieci	Italy	www.dieci.com				
ELS Lift	Turkey	www.elslift.com				
Everun	China	www.everun.com				
Equippter	USA	www.equippter.com				



Continued on page 59

TELEHANDLERS



Manufacturer	Origin	Website	Compact	Fixed frame	360 degree	Heavy duty
Faresin	Italy	www.faresindustries.com				
Gehl	USA	www.gehl.com				
Genie	Italy/USA	www.genielift.com				
Giant	Holland	www.tobroco-giant.uk				
Haulotte	France	www.haulotte.com				
Heli	China	www.helichina.com				
Hidromek	Turkey	www.hidromek.com				
Jakob Fahrzeugbau	Switzerland	www.jakobfahrzeugbau.ch				
JCB	UK	www.jcb.com				
JLG	USA	www.jlg.com				
Kramer (Wacker Neuson)	Germany	www.kramer-online.com				
Kubota	Japan	www.ke.kubota-eu.com				
Landoll	USA	www.landoll.com				
Liebherr	Germany	www.liebherr.com				
LGMG	China	www.lgmglifts.com				
Magni	Italy	www.magnith.com				
Manitou	France	www.manitou.com				
Merlo	Italy	www.merlo.com				
MST	Turkey	www.mst-tr.com				
New Holland	Italy	www.newholland.com				
Noblelift	Malaysia	www.noblelift.com				
Pettibone	USA	www.gopettibone.com				
Saez	Spain	www.saezkulevincleri.com				
Sany	China/Germany	www.sanyamerica.com				
Sennebogen	Germany	www.sennebogen.com				
Skyjack	Canada	www.skyjack.com				
Skytrak	USA	www.jlg.com				
Snorkel	UK/USA	www.snorkellifts.com				
Sunward	China	www.sunward.com.cn				
Thaler	Germany	www.hoflader.com				
Quimo	Germany	www.quimo-gmbh.de				
Vanse	China	www.vansemac.com				
Wacker Neuson	Germany	www.wackerneuson.com				
Weidemann	Germany	www.weidemann.de				
XCMG	China	www.xcmgeu.com				
Xtreme	USA	www.xmfg.com				
Zeppelin	Germany	www.zeppelin-cat				
Zoomlion	China	www.zoomlion.com				



LIFTING GEAR



Manufacturer	Origin	Website
Aberdeen Web	UK	www.aberdeenwebtld.com
Airo Industries	USA	www.airoind.com
Al-Vac	Denmark	www.alvac-construction.dk
Assoc. Wire Rope & Rigging	USA	www.associatedwirerope.com
Bakker Hydraulic	Holland	www.bakker-hydraulic.com
Baltrotors	Latvia	www.baltrotors.com
Brindley Chains	UK	www.brindleychains.co.uk
Britlift	UK	www.britlift.com
Certex	UK	www.certex.co.uk
Chen Lift	China	www.chenliftplatform.com
Conquip	UK	www.cqgroup.com
Columbus McKinnon	USA	www.cmco.com
Crosby	USA	www.thecrosbygroup.com
Edmolift	UK	www.edmolift.co.uk
Enerpac	USA	www.enerpac.com
Feltes	Germany	www.feltes-gmbh.de
GKS Lifting and Moving	USA	www.gksweb.com
Glasboy	Belgium	www.glasboy.be
Gorbel Cranes	USA	www.gorbel.com
Gunnebo	Sweden	www.gunneboindustries.com
Heco Pacific	USA	www.hecopacific.com
Jung	Germany	www.jung-hebetechnik.de
Kinshofer	Germany	www.kinshofer.com
Kito Crosby	USA	www.kitocrosby.com
LGH	UK	www.lgh.eu
Lift Systems	USA	www.lift-systems.com
Lift-Tex	Netherlands	www.lift-tex.nl
Lifting Gear UK	UK	www.lifting-equipment.co.uk
Liftroller	Norway	www.liftroller.no
Lissmac	Germany	www.lissmac.com
Load Sys. Monit. (LMS)	Scotland	www.loadmonitoringsystems.com
Magna Lifting Products	USA	www.magnalifting.com
Mazzella Lifting	USA	www.mazzellacompanies.com
Microcranes	USA	www.smarttrigcranes.com
Miller	USA	www.millerproducts.net
Modulift	UK	www.modulift.com
Mouvers	Italy	www.mouvers.it/en/
Movex Innovation	Canada	www.liftalift.com
Multi-Sec	UK	www.durhamlifting.co.uk
Pewag	Austria	www.pewag.com
Pfeifer	Germany	www.pfeifer.info
Probst	UK	www.probst-handling.com
Rigging Warehouse	USA	www.riggingwarehouse.com
Rud Chain	Germany	www.rud.com
Scanlift	UK	www.scanlift.co.uk
Secatol	France	www.secatol.com
Shuttlelift	USA	www.shuttlelift.com
Smartlift	Denmark	www.smartlift.com
Sumner	USA	www.sumner.com
Taylor Machine works	USA	www.taylorforklifts.com
Tough Lift	China	www.toughlift.co
Tracked Carriers	GB	www.trackedcarriers.co.uk
Unitex	USA	www.unitex.org
Van Beest	Netherlands	www.vanbeest.com
Verope	Switzerland	www.verope.com
Wienold Lift	Germany	www.wienold-lifte.de
Winlet	Denmark	www.winlet.co.uk

MASTCLIMBERS & HOISTS



Manufacturer	Origin	Website
Ahler	Spain	www.alher.es
Alba	Spain	www.alba.es
Alimak	Sweden	www.alimak.com
AlumaSafway	Canada	www.alumasafway.com
AS Climber	Spain	www.asclimber.com
BFT Mastclimbing	UK	www.bftmastclimbing.com
Böcker	Germany	www.boecker.de
BrandSafway	USA	www.brandsafway.com
CABR	China	www.cabrm.com
Camac	Spain	www.camaca.com
Climber International	Italy	www.climberinternational.com
De Jong Hoists	Netherlands	www.jonglift.nl
Dingli	China	www.cndingli.com
Dunlop Mastclimbers	USA	www.dunlopmastclimbers.com
Elavadores Alher	Spain	www.alher.es
Electroelsa	Italy	www.electroelsa.com
Elevek	Spain	www.elevak.es
Encomat	Spain	www.encomat.com
Euroscaf	Italy	www.euroscaf.it
Fixator	France	www.fixator.com
Fraco	Canada	www.fraco.com
Geda	Germany	www.geda.de
Goian	Spain	www.jasoelevationsystems.com
GT Lifting	UK	www.gtlifting.co.uk
Haki	Sweden	www.haki.com
Harrington Hoists	USA	www.harringtonhoists.com
Heco Pacific	USA	www.hecopacific.com
Hydro Mobile	Canada	www.hydro-mobile.com
Jaso	Spain	www.jasoelevationsystems.com
Klimer	Canada	www.klimer.com
Maber	Italy	www.maber.eu
Mastclimber Solutions	UAE	www.mastclimbersolutions.com
Paus	Germany	www.paus.de
Pega Hoist	Czech Republic	www.pegahoist.com
Piat	Italy	www.piatvideasrl.com
Premier Scaff. Sol. (ProSeries)	USA	www.premierscaffoldsolutions.com
RAXTAR	Holland	www.raxtar.com
Rovers	Italy	www.rovers.it
Saeclimber	Spain	www.saeclimber.com
Safi	Italy	www.safi.it
Saltec	Spain	www.torgar.com
Scanclimber	Finland	www.scanclimber.com
SMEA.N.	Italy	www.smean.it
Star Lift	Turkey	www.starlift.com.tr
Stros	Slovakia	www.stros.cz
Torgar	Spain	www.torgar.com
Turboiber	Spain	www.turboiber.com
Winsafe	Canada	www.winsafe.com
Wuxi Cosmo Susp. Ptfm. Co	China	www.xiongyudl.com
XL Industries	France	www.en.xl-industries.fr
Zoomlion	China	www.zoomlion.com



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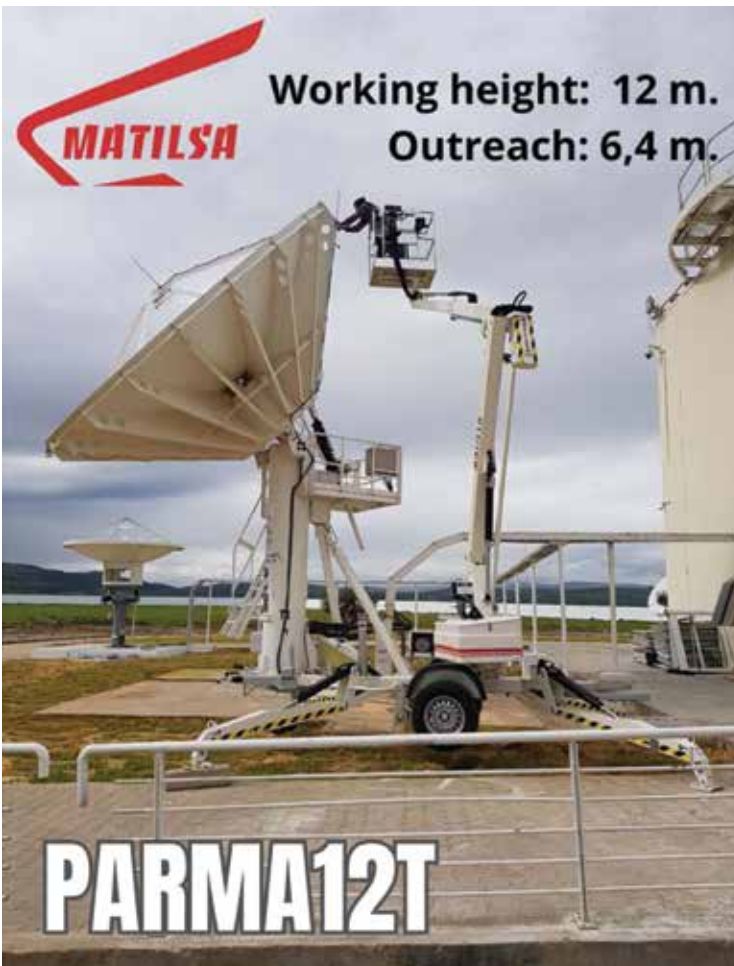
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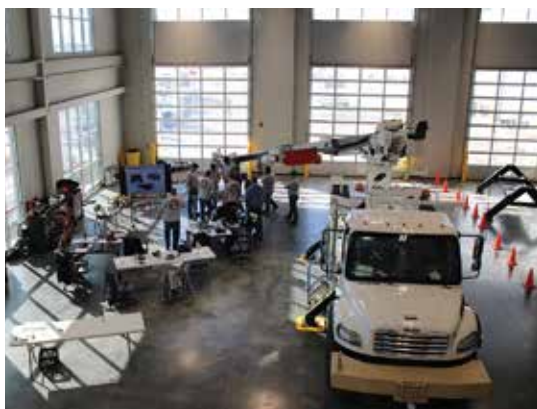


TEREX BEGINS FOCUSED WORKSHOPS

Terex Utilities has replaced its annual Service School in Watertown, South Dakota with dedicated equipment maintenance workshops for mechanics. The new format began in January and focuses on specific equipment rather than the previous multi-equipment approach.

The workshops cover load charts, periodic inspections, troubleshooting and outrigger leakage testing. Additional sessions planned for this year include distribution aerials and Hi-Ranger aerial devices, with more workshops scheduled for 2026.

Terex customer service manager Kenny Vlasman said: "We changed the format to focus on one subject with a smaller group. At past Service Schools, we received comments from participants about equipment models they don't have in their fleet, which made certain stations not applicable."



LEEA EXPANDS INTO SEA

The Lifting Equipment Engineers Association (LEEA) hosted its Southeast Asia regional event in Kuala Lumpur, Malaysia, earlier this year with 70 delegates from 35 companies attending the event.

Guest speakers included William Hackett's Ben Burgess discussing offshore lifting applications, Kito Crosby's Stuart Glennie on innovation in lifting and rigging, and ISO Group founder Frank Tan covering crane lift planning software. Regional managers from the UK, Middle East and Australia/New Zealand also provided updates on their territories.



WHO TRAINED THEM THEN?

Taken in Swansea, Wales, two men working on a chimney from a very long ladder. If such ladders are sold, they are normally ok to be used... but not to work from. It looks as though the ladder might be footed against the building next door which helps, but then one of them has climbed off the ladder - always a dodgy manoeuvre - and is standing on the chimney itself.



BUILDER FINED AFTER FALL FROM ROOF

A self-employed builder from Todmorden, north of Manchester, in the UK, has been ordered to complete 200 hours of unpaid work and pay £2,500 in costs after a labourer, Jacob Thomas, 29, fell four metres through a barn roof on his first day of work suffering severe injuries including a brain haemorrhage.

The HSE found that employer, James Dargan-Cole, 25, had failed to properly assess working at height risks and had not considered the presence of asbestos in the roof structure.

HSE principal inspector Paul Thompson said: "Mr Thomas suffered horrific injuries due to the failure to ensure protective fall prevention or collective fall mitigation measures were in place. These are well known and long standing within the industry. This incident came about as a result of poor planning, management and monitoring of activities during work at height."



COUNCIL FINED AFTER CHRISTMAS TREE INCIDENT

In the UK, Bury Metropolitan Borough Council has been fined £200,000 after an untrained employee was injured when a six metre christmas tree fell on to the scissor lift he was operating at Bury Market in Greater Manchester.

James Lyth, 32, suffered concussion, severe bruising to his ribs and a leg injury requiring surgery. The injuries left him wheelchair bound and on crutches, leading to two months off work.

The HSE found that the council had failed to provide scissor lift operator training or carry out sufficient risk assessments for the work to which the council pleaded guilty.

HSE inspector Leanne Ratcliffe said: "It is important for industry to understand the importance of a risk assessment and training when using work platforms. Access to these platforms should be limited to those trained and anyone who isn't trained should not be allowed to use them."



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UPDATED GROUND CONDITIONS GUIDANCE

One of the key conditions for aerial work platform stability is the ability of the ground or structure to safely support the weight of the aerial lift at its point of contact with the ground in all configurations. Failure to consider the load bearing capacity of the ground can cause the platform to become unstable and overturn.

The updated guidance: 'The Assessment of Ground Conditions and Supporting Structures for The Safe Use of MEWPs' provides information on the assessment of ground conditions and supporting structures to ensure they are sufficient to safely support the use of the aerial work platform's ground bearing pressures. It identifies different types of ground and floors and provides guidance on how to assess the suitability of the ground/floor before and during aerial work platform operation.

The document highlights and identifies:

- The relevant hazards and associated risks for those who plan work operations on various types of ground and suspended floors.
- Measures that can be implemented to eliminate or reduce the risk of an incident or injury before, and while operating a platform.

IPAF's head of safety and technical Brian Parker said: "Aerial work platform overturns continue to be a major cause of serious injuries and fatalities in our industry. With the launch of our Global Safety Campaign - 'Stop Overturns: Safety Starts on the Ground!' - we are reinforcing a crucial message: ground conditions matter."

IPAF SHORTLISTED FOR ASSOCIATION AND INSTITUTES AWARDS 2025

The International Powered Access Federation has been shortlisted for the Member Engagement & Communications Award in the Irish Association and Institutes Awards.

IPAF's shortlisting for the award was driven by IPAF's Irish country manager, Damien O'Connor. Since joining the company in 2023, he has raised awareness, driven engagement, and helped foster cultural change across Ireland's powered access industry.

O'Connor said: "It is an honour to be representing IPAF as we are shortlisted for this award, and I want to thank IPAF members and colleagues for giving me the opportunity to make a difference and support them across the island of Ireland. My aim is to help to drive change and improve the safety culture around the use of powered access equipment with the goal of ensuring each and every person involved in the using the equipment gets to go home safely at the end of their workday."

IPAF managing director Peter Douglas added: "This recognition is a testament to the hard work of our team - especially Damien - for driving meaningful engagement with our members. Through his persistence, leadership, and collaborative approach, he has significantly expanded IPAF's presence and impact across Ireland."

The winners will be announced on 12th June at the Royal Marine Hotel, Dun Laoghaire.



Damien O'Connor

TOOLBOX TALKS

'MEWP FAMILIARISATION'

Operators must complete/have received familiarisation training when using work platforms that differ significantly in terms of weight, height, length or complexity from the platform they were originally trained on. This requirement applies to all personnel involved with the platform, including operators, supervisors, rescue personnel, technicians and demonstrators.

Operating unfamiliar equipment without proper familiarisation can lead to accidents, such as unexpected platform movements or incorrect outrigger setup.



Who needs to know?

- Site managers, supervisors and demonstrators
- Operators
- Nominated ground control rescue personnel

Never attach a banner to a work platform

Aerial work platforms are not designed or intended as advertising display boards, they are designed to elevate people along with their tools and equipment to a work at height from within the safe confines of the platform.

Attaching a sign or banner to a work platform will potentially make it unstable causing the machine to overturn, which often results in serious injuries to people and damage to property.


Wind speed often increases the higher you go, as well as between buildings or objects due to the wind funnel effect. What feels like low wind on the ground may be very different at the height to which the platform is raised.

Who needs to know?

- Site managers, supervisors and demonstrators
- Operators

Download all safety resources and accompanying posters from the IPAF website.





LORRY LOADER OPERATOR TRAINING

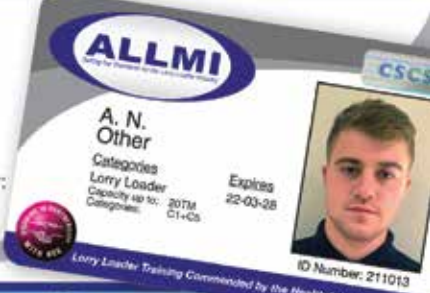

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Other courses approved by CSCS:

- Slinger / Signaller
- Crane Supervisor
- Appointed Person
- Thorough Examiner

Courses also available for:

- Instructors
- Managers

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MPBA PARTNERSHIP

ALLMI's drive to engage in collaborative working has taken another step forward with a new agreement of a mutual exchange of membership with the Modular and Portable Building Association (MPBA).

ALLMI chief executive Tom Wakefield said: "There's a degree of crossover between our respective memberships, as well as alignment in terms of objectives and raising standards, so formalising our long standing affiliation was a natural step to take, which I'm sure will benefit both parties and the sectors we represent."

MPBA chief executive Jackie Maginnis added: "The MPBA plays a key role in connecting all aspects of the modular and portable building industry, which includes the lorry loader sector. We have had an excellent relationship with ALLMI for many years and look forward to further strengthening our ties."



EN 12999 AMENDMENT PUBLISHED

BSI recently published 'BS EN 12999:2020+A1:2025', the UK implementation of an amendment to the European design Standard for loader cranes.

ALLMI has been heavily involved with the amendment via its representation on CEN/TC 147/WG 18, the European Working Group responsible for the Standard.

ALLMI technical manager and member of WG18, Keith Silvester said: "The amendment was, in the main, originally driven by ALLMI's swing-up stabiliser work and the resulting UK position, so it includes new requirements for the design of this leg-type. However, various other changes have been made, a full breakdown of which has been provided to our members and accredited thorough examiners."

"The amendment is expected to remain current for around two years, as it is anticipated that a full revision of the Standard will be required before the transition from the Machinery Directive to the Machinery Regulation on 14th January 2027."

Contact ALLMI with any questions.



ALLMI AT ILLAPG OPEN DAY - REMINDER

A reminder that ALLMI will exhibit at the Industry Lifting Lead AP Group (ILLAPG) Open Day, due to be held at GGR's facility in Haddenham, near Thame on the 5th of June.

Aimed at appointed persons, logistics managers, procurement leads, equipment managers, and senior health and safety professionals, the event will include equipment demonstrations, presentations from industry experts, and networking opportunities. Further details can be found at: ggrgroup.com/open-day-2025/



RECORD CS AND AP TRAINING LEVELS

The importance and credibility of ALLMI's Crane Supervisor and Appointed Person courses continue to grow, with the association experiencing record demand for the training during its 2024/25 financial year.

ALLMI member, Sunbelt Rentals puts its lifting team personnel through both courses. The company's health, safety and sustainability director, Mark Keily says: "At Sunbelt, safety is our leading company value, and so ALLMI's Crane Supervisor and Appointed Person courses are the obvious choice. The training provides our staff with the highest level of technical knowledge and practical skills, and as an employer it assists us in meeting our obligations under the applicable legislation and Standards."

For information on these courses or training for other members of the lorry loader lifting team, as well as engineers, managers and instructors, visit allmi.com/training.



BSI DISTRIBUTOR STATUS

With standards development being one of ALLMI's core activities, the association has a long established relationship with the UK organisation British Standards Institution (BSI), leading to a distributor agreement being formed.

As a result, ALLMI members receive a discount of 20 percent against the price of published standards. Non-members can also benefit from a 10 percent reduction when ordering through the association. Contact ALLMI for further details.




BS 7121 UPDATE

The revision of 'BS 7121-2-4 Code of practice for the safe use of cranes - Inspection, maintenance and thorough examination - Loader cranes' has been completed. The standard is now going through the final editorial stages, with publication expected in the coming months.

The revision of 'BS 7121-4 Code of practice for safe use of cranes - Lorry loaders' has been put on hold whilst BSI subcommittee, MHE/3/11, considers the restructuring of the 7121 code of practice, with the intention of removing any duplication across the Parts.



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

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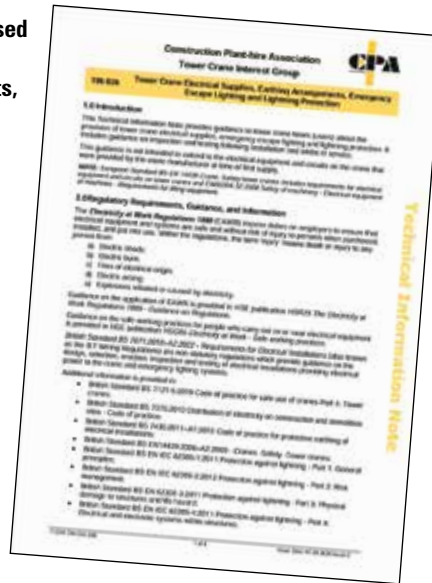


LMI

TIN 036: TOWER CRANE ELECTRICAL SUPPLIES

The Tower Crane Interest Group (TCIG) has revised its **Technical Information Note (TIN) 036: Tower Crane Electrical Supplies, Earthing Arrangements, Emergency Escape Lighting and Lightning Protection**.

The update follows a serious incident involving a tower crane technician who sustained injuries due to an undetected electrical fault. The revised guidance emphasises the use of Type 'B' Residual Current Devices (RCDs), particularly crucial for systems with variable frequency drives which may not provide adequate protection. The document also highlights the importance of proper earth bonding and lightning protection for modern construction sites' complex electrical systems. TIN 036 can be downloaded free from the CPA website.



ILLAPG UPDATE

The Industry Lifting Lead AP Group (ILLAPG) held its 36th meeting at GGR in Haddenham, near Thame in April. Topics discussed included:

Slinger Signaller Grading and CPD Framework - Development continues on a sector-wide grading system, defining clear competency levels and CPD pathways for both employed and self-employed operatives.

Schedule of Lifts - Piling Sector - The Piling Federation and Skanska collaboration progresses with a revised schedule of common lifts expected later this year.

Reinforcement Wagons Survey - Recent survey results highlight issues with slinging arrangements, platform access, and procurement standards. Actions focus on improving delivery and site planning.

Training and Competence - The group addresses concerns around CITB MAPS testing for Appointed Persons and discusses proposals for enhanced AP qualification.

HOSASS Toolbox Talk - New 'Hands Off, Step Away, Safe Space' toolbox talk format is in development to support wider industry adoption.

Influence of Wind on Lifting Operations - Progress continues on upcoming CPA guidance for managing lifting in windy conditions and standardising best practices.

Inclusive PPE - Members reviewing draft BS 30417 guidance on inclusive personal protective equipment to improve site accessibility.

ILLAPG Open Day - Due to take place on June 5th at GGR with live demonstrations, presentations and plant tours.

CPA team promotions

The CPA has promoted three staff members: Peter Brown becomes technical director, Chris Cassley policy director and Katie Kelleher as careers and development manager.

Peter Brown, technical and development manager since 2016, brings nearly 50 years' industry experience, having started in 1976 as an experimental mechanic apprentice before taking on roles in technical training and product support, before becoming CPCS product manager at the CITB.

Chris Cassley joined as policy manager in 2018, following 16 years at the Confederation of British Industry, managing construction policy. His career began in 1996 at The Authors' Licensing and Collecting Society, followed by Quay Software moving to the CBI in 2002.

Katie Kelleher became technical and development officer in 2023 after starting her crane career in 2014 with Select Plant Hire as its first female lifting technician apprentice. She progressed to crane operator on the Crossrail and Tideway Project followed by Appointed Person on major infrastructure projects.



(L-R) Peter, Katie and Chris

LOLER REVIEW 2025

The UK Government is reviewing key legislation, including the **Lifting Operations and Lifting Equipment Regulations (LOLER) 1998**.

The CPA has engaged with the Health and Safety Executive (HSE) which has confirmed that CPA led lifting groups will be key participants in the consultation process. The CPA will keep members updated and ensure the sector's expertise is represented throughout the process.

LIFTING GUIDANCE AND PUBLICATIONS

The CPA and its working groups are progressing several guidance documents for lifting operations:

- **Ready for Work Checks** (mobile & crawler cranes): Now in its final stage of review, focusing on rigging practices and pre-use checks, aligned with BS7121 and LOLER standards.
- **Railway Operations**: CPA1402 and CPA1801 are being merged to align with Network Rail's CIV0063 standard, simplifying compliance for crane operations near railways.
- **Top Slew Tower Cranes**: Updated guidance includes enhanced inspection checklists and practical guidance for crane erection, maintenance and dismantling.
- **Mobile Cranes - Tendering and Management**: Version two incorporates new content on fatigue management, tender processes and safety enhancements.
- **Wind and Lifting Operations**: CPA consultant Craig Hook is leading development of guidance addressing wind sensitive loads and tagline use.
- **Tree Surgery Collaboration**: The CPA is collaborating with the Arboricultural Association on guidance for crane use within its industry.

CHARITY GOLF

Note: The CPA Annual Golf Day will be held on Thursday 17th of July at Rutland Water Golf Course near Oakham. Proceeds will go to the Lighthouse Construction Industry Charity, register at: www.golfgenius.com/register?league_id=11036199476749433034



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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.

- Continental Europe €23 plus €6.50 postage & packing
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A very small machine



Travelling with a load on the fixed hook



Size comparison with the Cranes Etc boss



Nice details

JEKKO SPX328

The Jekko SPX328 is a spider crane designed for carrying out lifts in tight spaces and is often used to install cladding and glass in commercial developments. It is battery powered and offers a maximum lift capacity of 2.8 tonnes with a maximum lift height of 12.8m.

This scale model has been produced by IMC Models in 1:18 scale and includes a simple instruction card and a key to operate the winch.

The underside is simple and the rubber tracks have a nice tread pattern and are in the standard black colour of the real machine. The rubber tracks can be rolled by hand, but they are very stiff.

The outriggers are metal apart from the hydraulic cylinder barrels. Each one is individually numbered and there are sharp chevron graphics. The twin element outrigger legs can be folded out and each one set at either of two angles and pinned into place. The lower leg section can also be set at one of two angles and includes a telescopic section which locks into place when extended or retracted. The jack cylinders are very stiff so that the crane can be supported with the tracks off the ground.

The body panels are nicely detailed with sharp graphics and black highlighting of details such as handles and hinges. There is a beacon light column with painted lights.

The boom includes the winch option of the real crane. The boom sections are metal with thin walls and the boom lift cylinders are stiff enough to hold any pose. Telescoping the boom is smooth and easy with a spring clip to lock each boom section at its maximum extension.

The boom nose includes a fixed hook which can be locked out of service, and twin sheaves for a hook block. A separate single line hook block is included for use with the winch which is operated by a key and has a friction brake.

It is good to see a high quality model of a mini/spider crane and IMC Models have made a very nice job of it. The main plus point is the flexibility of the various configuration options. It costs €200 including VAT and can be obtained by contacting marketing@jekko.it.



Full boom on maximum outriggers

CRANES ETC MODEL RATING

Packaging (max 10)	8
Detail (max 30)	24
Features (max 20)	17
Quality (max 25)	21
Price (max 15)	9
Overall (max 100)	79%

To see the full review, including a full unpacking and set up video, visit www.cranesetc.co.uk

IN THE NEXT ISSUE OF

C&A

Place your products in front of more than 31,000 crane, telehandler and aerial work platform buyers & users who will read the June issue of **Cranes & Access...**



THIS ISSUE WILL INCLUDE FEATURES ON:

LOW LEVEL ACCESS EQUIPMENT

Low level platforms offer a wide choice of light weight self-propelled and push around lifts, with zero emissions for internal, and occasionally external use. We take a look at self-propelled and push around scissor, sigma and mast type lifts with working heights up to around five metres, including new product launches and interesting applications and developments. If you have you any news or information to add, please get in touch.



TELEHANDLERS

The number of new telehandler manufacturers entering the market is unprecedented as new countries and regions start to adopt this useful material handling tool. Meanwhile sales of 360 degree models are gaining real momentum as companies adopt them in place of small Rough Terrain cranes. There is also a growth in compact and Heavy Duty models. We'll review the latest new products, new entrants and other market developments.

ALL TERRAIN CRANES

We take a look at changes that have taken place over the past year in the All Terrain crane market with trends such as the move to lower axle weights, longer booms, all-electric and hybrid models and products from new market entrants. All this plus some interesting applications from around the world.



LATEST TECHNOLOGY AND SOFTWARE

Most major advancements over the past year or two have been due to new technology and more sophisticated software. We take a closer look at some of the latest products and systems along with their impact on the sector.

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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READERS LETTERS

ELEVATING VIEW POINT

Hello Leigh,

It was great meeting you yesterday at Bauma.

We are a digital agency and experts for CRM sales, marketing & service automation, using the HubSpot customer platform. Several of our large customers are from the building industry - which is why I came to Bauma. Many of your readers would, I am sure benefit big time from our expertise, that's also why I'm sending this email from my business email address.

However, when I walked by your booth I thought about an idea that I've had for many years and which has nothing to do with Thorit.

Why aren't there any elevating platforms for private use that I can put in my garden in order to elevate people/with table and chairs to see the surrounding views from a little higher position? Enough space for a sun chair or a table with two chairs. Am I the only one who enjoys a view?

Maybe it's a question of regulations, security or privacy - or has no one ever thought about it? Let's be innovative and give it a serious try, it will improve quality of life for the happy owners.

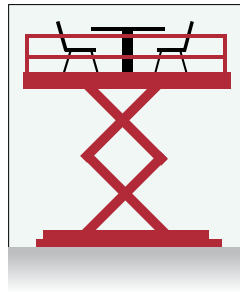
Curious to see what your many readers think about this idea.

Best regards,

Steffen Papke

VP Sales & Partnerships, Thorit GmbH
+49 7031 3097429 +49 173 7257 484
www.thorit.de steffen.papke@thorit.de

Initial thoughts were .. what will the neighbours say? Would this make sense - sure it goes against normal safety thinking. But on reflection this could be a popular piece of kit? Possibly using a scissor stack from a retired machine. It would be well anchored, grossly over built but... I can see the attraction. Thoughts and feedback please



Dear Sir,

I came across the following points earlier this week on a crane company's website and thought they were good enough to share with your readers.

Show up hungry

Every job comes with big opportunities and BS. The big picture takes teamwork and a thousand correct steps.

Think independently

Have an opinion. Listen carefully. Debate respectfully. Roll up your sleeves, you create the next opportunity.

Don't accept average

Don't just hold the line on service, quality or safety. Go the extra mile.

Rely on your experience, but don't rest in the familiar.

Lift as one

Get the best idea on the table. And be the one to say let's go.

Getting right and ready together makes the safest and most efficient job.

Hope you agree

Jim B

We were unable to trace these words at the time, and Jim has not responded - but we agree with him they are fine words.

WHEN THINGS GO AWRY

The following letter was sent in response to our request for information on the appointment of an administrator for Quick Reach Powered Access in the UK.



Dear Leigh,

As you know, the business has faced some significant and painful challenges over recent years, not least, the loss of my dear brother and co-founder, John. His passing left a hole both personally and professionally that I simply couldn't fill, despite my best efforts.

On top of that, we found ourselves locked into a banking arrangement that ultimately didn't work for us. We have been operating under a revolving asset-based lending facility with the bank, and following a valuation process, £4 million of our available headroom was wiped away overnight. That single event put enormous pressure on our cash position and set off what I can only describe as a business owner's worst nightmare.

We've spent 15 months under the forbearance of the bank restructuring programme, which, in my personal experience, was poorly handled and deeply frustrating. For a business of our size, the professional fees alone spiralled to more than £750,000, and during that period we suffered two major breaches of data protection - fuelling rumours, weakening trust, and hindering genuine rescue efforts, that the bank ultimately chose not to pursue.

The wider macro-economic challenges, our banking structure (asset-backed lending) combined with a significant drop in equipment valuations and an arson attack at our Birmingham depot unfortunately served as catalysts to place us in an untenable position to trade.

Even in the midst of all that, I held on to hope. At the start of this process, we had healthy EBITDA, a loyal team, and a structure poised for growth. Most recently, we had serious interest from an extremely exciting potential buyer - a deal that could have saved the business and provided a fresh start. Sadly, the offer came just a bit too late, at a point where things had already

gone too far. That last glimmer of hope has been extinguished, and at the end of last week I'd finally accepted that Quick Reach had reached the point of no return.

Of course, I can't lay all the blame at the bank's door, and nor should I. Hindsight is a wonderful thing, and I have to own the mistakes I made. I made some poor management choices, and in my stubbornness, I thought I could step into John's shoes - I couldn't. I spent too much time tied up with advisors, trying to navigate bureaucracy, and not enough time with the people and operations that really mattered.

All the while, I've been fighting a personal battle that I had chosen to keep private - I was diagnosed with cancer during one of the most turbulent times of my life. I've kept it from employees, family, and friends, believing I had to stay strong for the team. I'm happy to say it is now under control. I didn't want to appear vulnerable to our competitors, investors and customers, and certainly not to those within the industry, who seem willing to capitalise on the misfortunes of others without a second thought.

At the end of last week, I had to face the reality that we've exhausted every option. Today, I have made the incredibly difficult decision to file a notice of intent to appoint an administrator.

I am, and always will be, immensely proud of what John and I built from nothing. We created something meaningful, and while I may not have succeeded in sustaining it, it was not for lack of effort or commitment. I've been fighting until the bitter end, unfortunately the circumstances are simply greater than what we can overcome.

I'd like to thank my amazing team, many of whom have gone above and beyond, working tirelessly through uncertainty and pressure. To those who saw weakness as something to exploit, I'll leave them to their own conscience. Now, I must shift my focus to the wellbeing of our people, our creditors, and for the first time in a long while - my own health. It's time for me to breathe, reflect, and when it's time I'll begin thinking about the next chapter.

Kind Regards

David Barton

ROBERTO CARBONI 1962-2025

We were notified last month that Roberto Carboni, who has been responsible for press relations at Multitel Pagliero since 2021 had died suddenly.

He passed away following heart failure during a relatively routine medical procedure on the morning of Thursday, March 27th. He leaves behind a wife, daughter and a son.

Roberto Carboni was clever, gentle soul, highly professional, diligent and calm in the face of challenges. During his chosen career in marketing, he has worked with some of the leading brands within the industries we cover, including Venpa, CTE, JCB, JLG, Hitachi and most diligently for Multitel.

Some 14 or 15 years ago he decided to set up his own agency and founded Hana-Bi, but in recent years we always saw him as an integral part of part of the Multitel team, with his almost weekly messages and emails.

His colleague of 25 years Ketty Furlan said: "He left us suddenly, without giving us the time to say goodbye, at least with a kind thought that he would have deserved, after beautiful and frenetic years of knowing each other. Roberto Carboni, an excellent communication professional and friend of many journalists - it was easy to be, for anyone who crossed his path - left us forever, this morning, with an added pain for all of us who knew his kindness, stubborn seriousness and extraordinary dedication to the work he loved."

"I can also say that Roberto was a skilled copywriter and press officer, with a deep knowledge of the aerial lifting and earthmoving industry. His pen wrote rivers of words for some of the biggest names in the industry. His profound culture was reflected in his texts."

"He was a simple person, always professional, discreet and helpful. His creative ideas developed over the years in marketing agencies such as Imprima and Hana-bi generated brands, projects, advertising campaigns that are still in the history of major brands in other sectors too."

Fabio Potesta of Mediapoint, Solevare and GIS added: "We

remember Roberto, with that calm with which he forgave the errors and mix-ups that could also happen to us, in passing on our pages, the precise and impeccable information that he sent us daily. We appreciated his ability to play down difficulties and solve problems, speaking with that calm voice, with an unmistakable Venetian accent, which brought every solution back to a concreteness without pretence and dramatic falsehoods."

"We will miss you so much, Roberto Carboni, in the words of that great writer Michel Houellebecq reserved for the farewell to a great friend. 'We exchanged mutual admiration, and we have together, the brilliant light of thought and word. But today, the only talent that remains to me that I want to preserve is that of your kindness'. Goodbye Roberto, don't forget us."



Roberto Carboni

RAY GENE ANTHONY 1938-2025

Ray Gene 'Crane Man' Anthony, who in 1969 founded Anthony Crane Rental in Pittsburgh, Pennsylvania has died. He passed away at his home in Jefferson Hills, Pennsylvania, on May 13th, following a tough battle with cancer. He was 86 and would have been 87 on June 20th.

Born in Uniontown, Pennsylvania in 1938, he grew up in the close knit community and went on to serve proudly in the United States Navy - an experience that, he said shaped the determination and discipline he would carry throughout his life.

A natural entrepreneur with a tireless work ethic, at the age of 30 he established Anthony Crane Rental in February 1969 and over the next 30 years or so built it into a national company which formed the basis for today's Maxim Crane Works, the largest crane rental company in North America.

He left the company in mid-1999 shortly after it was acquired by Bain capital, becoming a key building block for Maxim Crane and began looking for a new business and in 2000 opened the New Auto Toy Store in Pittsburgh, followed by the Aqua Toy Store in the Miami Fort Lauderdale area two years later. Along the way he also owned a motorcycle shop, a boat marina and sales



Gene Anthony

business, and a gun store, with each venture reflecting his passion for connecting with people.

In 2011 he set up Pittsburgh based Anthony Crane USA in partnership with his son Sam, who tragically passed away in 2017.

In the words of a good friend: "Ray lived life to the fullest, loved watching football, riding motorcycles, hunting, flying his planes, and most of all talking cranes. Whether in business or in leisure, he brought humour, determination, and an unmistakable authenticity to everything he did."

"Ray's legacy is one of generosity, perseverance, passion, and pride in his work. He will be remembered for his vibrant stories, enduring strength, and the spark that made him truly one of a kind."

He is survived by wife, Delores - Jo, daughters Natalie and Lori, stepdaughter Charla and stepson Spencer, along with seven grandchildren and two great grandchildren.



PAUL HARVEY BROWN 1948-2025

We received news during Bauma that crane veteran Paul Brown had died. He passed away on Friday, April 4th at the age of 76. He leaves behind his wife, Ina and two sons from a previous marriage, Lawrence and Alessio.

Born in Glasgow, Scotland, Brown spent most of his school years in Billingham, Northeast England and after graduating in 1973 he moved to Italy where he taught English in Milan and Rome. He began his crane career with P&H in Rome in 1977, and it was here that he met and married his wife and his first son was born.

In 1980 he transferred to the P&H facility in Dortmund where he held several positions in sales and marketing and witnessed firsthand the start of the All Terrain crane industry, with the P&H WS-250M and Omega S15 family, which, according to him, were developed and produced in a response to an idea and request from the Sparrow brothers. It was also while living in Dortmund that his second son was born.

In 1989, he joined crane and crane carrier manufacturer Faun in Lauf as area sales manager for the Middle East but left in 1990. Soon after the company was acquired by Tadano and renamed Tadano Faun. The following year he returned as product manager.

In the 1990's, his duties were mainly in the product marketing and product/sales training areas, in "helping to spread the All Terrain gospel to the Tadano people in Japan and at their branch offices and to their distributors." In 1992 he married for a second time to a German lady, Ina.

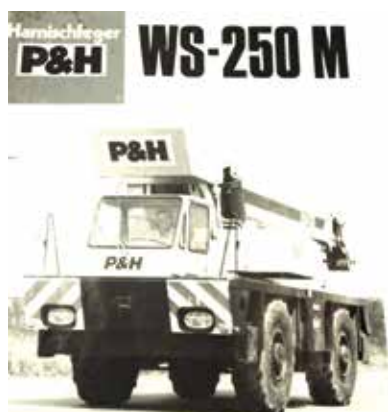
From 2002 until he retired - for the first time - in 2014, he served as area sales manager responsible for the UK and Ireland, adding Italy, Poland, the Baltic countries, Bulgaria, Serbia and Croatia along the way.

In August 2017 he returned to Tadano on a part time basis to help with sales in Italy, retiring for the second time in 2019.

A company representative said: "Paul Brown became an ambassador for the German Japanese connection and friendship as he was first trainer for many of our Japanese colleagues who he trained on the product sales and



Paul Brown



Manning Tadano's stand at GIS 2019

technical issues of the European built All Terrain cranes. He organised and presented sales and product knowledge sessions in Japan, Germany and many other countries in European."

"Paul built, recruited and supported many current and former sales partners and distributors in Europe, including HCT, Graco, Bulgarcom and others. He always showed a deep interest in the products with a focus on professionalising the Tadano product management insight for sales colleagues which led to best practice references for younger and junior sales team members. He introduced our technical specification and competition comparisons, including load chart comparisons and analysis."

"Paul will definitely leave a big gap in our hearts many of us and he will be missed by many."

Hi Leigh/Pam,

I hope you're both well, and I'm not too late with this tribute to a friend and former colleague Paul Brown. I only heard yesterday, of the very sad news of Paul's passing, which I feel sure will be mourned by many.

I first started working with Paul soon after Tadano purchased Faun in the early 1990's. This was the start of many pleasurable years for us and our UK customers, here and in the UK and in Bavaria, mainly Lauf and Nuremberg.

For the majority of those early years, Paul, light heartedly, assumed his traditional role of Teacher, with me the Student (neither of us aware that he was the younger), but it was good times, and I learnt much.

We were alike in many ways, and both stayed loyal to Tadano Faun until our retirements and then some, he will be sorely missed.

Farewell my good and trusted friend, Rest in Peace."

Brian Crisp

SAD TO READ OF ROGER THORRINGTON'S PASSING

Dear Sir,

I just came across this sad news about Roger, purely by chance - (Dec/Jan 2025 - page 74). I am 82, the same as Roger was when he died. We were sappers together in 1961, I met him, while we were building an airfield at Oerlinghausen near Bielefeld, Germany. He was a lovely, lovely man.

I don't know if his family have seen this photograph I have and thought you might pass it on to them. Happy memories of the time we spent together, in 65 Corps Field Park Squadron.

David Lee

We did pass it on of course along with David's email. To see the tribute to Roger Thorington go to page 74 of the December/January issue of Cranes & Access. Or: https://vertikal.net/en/pdf/72342/3053536f/ca_2024_8_p72-74.pdf.



Left to Right on the photograph are Captain Rooke, Plant Troop Comander, C/prl Jim Bartlett, L/prl Jim Hitchman, sapper Bill Kerr



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2025**Crane Rental Association of Canada Annual Conference**

June 3rd – June 5th
The annual Canadian crane conference Edmonton, Alberta, Canada
Tel: +1 780.790.2722
www.crac-aclg.ca/
info@crac-canada.com

ERA Convention 2025

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

Hire25

June 4 - 5, 2025
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

Vertikal Days 2025

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.bornhof.de/
innovationstag

JDL Expo

September 17 - 19, 2025 France's crane and access event Beaune
Tel: +33 (0) 1 45 63 68 22
www.jdlexpo.com/
info@jdlexpo.com

HCEA Convention and Old Equipment Exposition

September 18 - 20, 2025 The Historical Construction Equipment Association's annual convention and expo Bowling Green, Ohio, USA
Tel: +1 419-352-5616
www.hcea.net/
info@hcea.net

Platform Gunleri 25

September 18 - 20, 2025 Annual exhibition of Platformer - the Turkish aerial work platform association



Istanbul, Turkey
Tel: +90 216 466 87 22
www.platformgunleri.org/
platformer@platformer.org.tr

Internationale Schwerlasttage

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

Crane Safety 2025

September 23 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

GIS 2025

September 25th – 27th 2025 Italian crane, access and heavy transport exhibition Piacenza, Italy
Tel: +39 010/5704948
www.gisexpo.it

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

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 LEEA Liverpool, UK
Tel: +44 (0) 203 488 2865
www.leeaint.com
enquiries@L2Events.com

2026**Swissbau**

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

**The ARA Show 2026**

March 02-05, 2026 The American Rental Association's annual trade show and convention Orlando, Florida
Tel: +1 800 334 2177
http://www.arashow.org/

Conexpo-Con/Agg 2026

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

Samoter

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

Hanover Messe 2026

April 20- April 24, 2026 World's largest industrial exhibition Hanover, Germany
Tel: +49 511 89-1
www.hannovermesse.de

SC&RA Annual Conference

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

IPAF Summit 2026

April 21-22 2026 IPAF AGM, meetings and seminar, with networking opportunity and awards dinner. Istanbul, Turkey
Tel: +44 (0)15395 66703
Website: https://iapa-summit.info/
E-Mail: courtney.kellett@ipaf.org

Apex 2026

June 02-04, 2026 International powered access trade show Maastricht, The Netherlands
Tel: +31 (0)547 271 566
Fax: +31 (0)547 261 238
Website: https://apexshow.com/
E-Mail: marleen@ipi-bv.nl

IAA Transportation

September 15 - 20, 2026 The logistics, commercial vehicles, and the transport show Hanover, Germany
Tel: +49 30 897842-202
www.iaa-transportation.com/en
stephanie.glaesser@vda.de

Platformer Days 2026

October 8 - 9, 2026 German Access and lifting exhibition Karlsruhe, Germany
Tel: +49 721 3720 5096
www.platformers-days.de/
philipp.doll@messe-karlsruhe.de

**Glasstec 2026**

October 20 - 23, 2026 The largest event for glass lifting and installation Düsseldorf, Germany
Tel: +49 211 456001
www.glasstec-online.com/
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 UK general rental equipment
Tel: +44 (0)207 973 4630
www.executivehireshow.co.uk

SC&RA Annual Conference

April 2027 Dates to be confirmed Annual Conference of the US cranes and heavy transport association including the Jobs of the Year awards, Arizona Biltmore Hotel, Phoenix, Arizona, USA
Tel: +1(703) 698-0291
https://www.scranet.org/SCRA/Content/events/Annual-Conference.aspx

M&T Expo

November 16-19, 2027 Brazil's construction and mining equipment exhibition São Paulo Expo, Brazil
Tel: +49 89 949 20252
Website: www.mtexpo.com.br/en
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2028**Bauma 2028**

April 03 - 09, 2028 World's largest construction equipment show Munich, Germany
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In collaboration with our customers, we transform insights into improvements, creating a **joystick** tailored directly to your needs.

The robust rustproof aluminium **housing** offers maximum sturdiness without compromising user comfort.

Thanks to exceptional colour resistance and 3M adhesive quality, our durable **decals** are designed to meet your long-term needs with flying colours.

Crafted with weather-resistant rubber, our aftermarket **toggle switches** are designed to endure the harshest conditions.



“ This control box represents Vertimac's commitment to in-house innovation and expertise. Developed and produced within our facilities, it undergoes rigorous testing to ensure it meets the highest standards of reliability and performance.

Karel Ghistelinck
Purchase Manager



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