



cranes & access

December/January 2026 Vol.27 issue 8

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& MAST LIFTS**

**ANNUAL RENTAL
RATE GUIDE**

**LOOK BACK
AT 2025**

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17



41



49



59

CONTENTS

COMMENT 5

NEWS 6

New Skyjack Asian boom, Five metre 'rental grade' Safelift mast lift, Potain's new 25 tonne luffer, UK to investigate AWP dumping, Palfinger adds to TEC range, Zoomlion's new mast lifts, Game of Cranes Winner, Oil free tracked scissor lift, Back-to-back fatal Thai crane collapses, Indian engineering partnership for Palfinger, New models for ACE, JLG adds to fleet management system, Alimak partners with Brogan, JCB upgrades UK plant, MCS updates, Sinoboomb's i-Link, as well as financials and news highlights.

ALUMINIUM TRUCK MOUNTED CRANES 17

The market for aluminium boomed truck mounted cranes was very busy last year, with both of the German manufacturers adding to their product ranges. We take a look at the major developments.

UK & IRELAND ANNUAL RENTAL RATE SURVEY 25

During the first half of last year, most companies were in a 'wait & see what happens next' mode. Manufacturers struggled for sales, not knowing what was to happen next in the tariff saga. We take a look at how the UK crane, access and telehandler rental companies fared in this year's comprehensive Rental Rate Survey.

MAST BOOMS AND MAST LIFTS 41

Whatever the reason, many people still get confused between a mast boom and a self-propelled mast lift. Hopefully, we can not only clarify the differences but also outline the advantages of each, while also covering the latest product launches.

RIGGING 49

Peter Verhoef - managing director of the lifting safety, regulatory compliance and Appointed Person training consultancy Cranes for You based in Utrecht, the Netherlands - delves into a pet subject: 'Why the sling D/d ratio still matters'.

LOOK BACK AT 2025 53

2025 political and business news appears to have been dominated by one man - US president Donald Trump and his import tariffs. It has also been a year of ongoing wars, with attempts to negotiate quick ceasefires or peace treaties coupled with climate intensified disasters. We review some of the major news highlights that shaped last year, both within the lifting industry and the world at large.

CONEXPO PREVIEW 59

Conexpo 2026 is rapidly approaching. We bring you the essential show information so you can plan your trip to Las Vegas, USA, in early March.

COVERS OF THE YEAR 70

Here is your chance to vote for your favourite C&A Cover of the Year.

REGULARS

IN THE NEXT ISSUE 52

TRAINING 63

ALLMI FOCUS 65

IPAF FOCUS 67

CPA FOCUS 69

MODELS 71

LETTERS AND OBITUARIES 73

WHAT'S ON 75

ONLINE DIRECTORY 78

ON THE COVER

Multi-part wire rope slings being used in heavy offshore rigging... the Rigging article by Peter Verhoef on Page 49 delves into 'Why the sling D/d ratio still matters'.



IN THE NEXT ISSUE

Scheduled for publication at the end of February, the next issue of Cranes & Access will include features on Heavy/Alternative lifting, Boom lifts, Energy/power developments, Loader cranes and a review of the UK's Executive Hire Show. If you have any contributions or suggestions to make or are interested in advertising in this issue, please contact our editorial or sales teams.



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COMMENT

SELLING £20 NOTES FOR £10!

For as long as I can remember, rental companies have complained about rental rates being too low.

From an outsider's point of view, this might seem odd - just put up the rates! I know, I know, easier said than done, and easy for someone not faced with getting all the equipment out on a Monday morning.

The cost-plus method says that if you have a product to sell, you add up the direct and indirect costs, decide a markup/profit margin, and there's your minimum price. Too high, and business is slow. Too low and you have all the sales you can handle, but there is not enough coming in to cover your costs - a 'Busy Fool'.

There are alternative strategies, of course, buy used equipment - 'Rent a wreck' - or use end loaded finance putting off the day of reckoning, locate premises in a cheap part of town and keep overheads to the bare bones. Trouble is, we all want the business class seats for a Ryan Air price.

This year's Rental Rate Survey highlights glaring price differentials between the lowest and the highest rental rates for the same product. Take a 36ft to 48ft slab electric scissor lift, the lowest average rate is £180, and the highest is almost twice that at £350!

There are, of course, plenty of factors that affect the rate charged such as your customer base and average length of hire, a major account or one day end user rental. The volumes are different, transport costs are different, and the help and support required is in a different league. Mind you, the end user will pay a lot quicker than the big contractor.

Downward pressure on rates is traditionally caused by supply exceeding immediate demand. Companies desperate for cash flow to pay finance charges etc adopt a 'get them out at any price' strategy, which might boost utilisation, but profit

and long term viability go out the window, while fuelling a downward rate spiral.

How is it that contractors accept price increases for products such as timber, cement, paint and skilled tradesmen - which have almost doubled in price since 2020 - but will not pay a fair price to rent equipment, even though it only makes up a fraction of a project's cost and is indispensable for completing a project on time.

Far too often, rental companies will set minimum rates, only for them to be abandoned when the first customer challenges them.

It reminds me of a factual story... a man calls to rent a platform. "That will be £250," says the hire desk clerk. "But I can get it from Joe down the road for £200," responds the buyer. "Well, says the clerk, £250 is our bottom price. I suggest you take Joe up on his offer - we can't match it?" "Ah.....," says the buyer... "he doesn't have any available at that price!"

I am not making light of the current situation. Rising costs have put enormous strains on rental companies, and contractors know they can drive rental rates down. But as if that's not bad enough, a growing number of them, at least in the UK, are demanding additional features for any machine coming on site, such as more sophisticated secondary guarding, harness detection on platforms, or a minimum age for cranes, yet refuse to pay any extra, displaying a complete lack of respect for the service supplied.

Increasing rental rates is ultimately in the hands of the industry as a whole.

Mark Darwin

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

A NEW SKYJACK TELESCOPIC

Skyjack is to launch an 85ft all electric Rough Terrain telescopic boom lift, the SJ28 TE+, initially destined for the Chinese and Southeast Asian markets, hence the metric nomenclature. The all new, battery powered model will be manufactured at the company's facility in Tianjin with the first units due in February.

The new boom features a rising boom pivot point that moves the boom pivot point and three section telescopic boom upwards and forwards. The boom is topped with a 1.68 metre jib with 130 degrees of articulation providing a 28.22 metre working height, and just over 20.5 metres of outreach with 300kg in the 910mm by 2.44 metre platform.

The maximum platform capacity of 454kg is available at up to 18.8 metres of outreach. The boom is indoor and outdoor rated and has 360 degree continuous slew. One-touch auto boom down is standard, as is a basic hostile environment kit, with cylinder bellows and boom wiper blades.

Overall width is 2.51 metres, overall stowed length 12.49 metres, but with the jib tucked under for transport the overall length is reduced to 10.85 metres without raising the 3.15 metre stowed height. Total weight is 16,275kg, more than a tonne lighter than its 86ft SJ86 T.



SAFELIFT RENTAL MAST LIFT

Swedish aerial lift manufacturer Safelift has launched the MoveAround MA50H, an all-new five metre working height 'rental grade' self-propelled/push-around mast lift with the ability to switch between self-propelled and push-around modes without needing a tool.

The new MA50H utilises a three section telescopic mast with a single hydraulic cylinder extension and internal cabling to the platform, providing a maximum platform capacity of 180kg. Overall width is 780mm, overall length is just under 1.2 metres, overall stowed height is 1.81 metres, and total weight is 445kg.

Further information on this and other self-propelled lifts can be found in the Mast boom and Mast lift feature on page 41.



JLG ACQUIRES ROBOTICS DEVELOPER

JLG has acquired San Francisco based Robotics developer Canvas Technology with plans to start integrating its technology into some of its products in a move towards the production of fully autonomous equipment.

The two companies first worked together around six years ago when Canvas developed the first pedestrian controlled drywall robot which used a JLG mast type platform as a base for its technology. It has since been developed into a purpose built robot that automates jobs such as drywall/plasterboard finishing, improving efficiency and safety. Canvas was established in 2017 by Kevin Albert and Maria Telleria Canvas with backing from Menlo Ventures and Brick & Mortar Ventures.



MORE BIG CRAWLERS FOR MAMMOET

Dutch international crane, heavy lift and haulage group Mammoet has added two more big Liebherr crawler cranes to its fleet, a 1,350 tonne LR11350 and a 2,500 tonne LR12500-1.0, the second 2,500 tonner in the Mammoet fleet.

The investment is aimed at keeping up with strong growth in the renewables market, particularly offshore, where turbine heights continue to increase, requiring crawler cranes with greater reach and capacity.



UK TO INVESTIGATE AWP DUMPING COMPLAINT

The UK Trade Remedies Authority (TRA) is to investigate allegations that Chinese made boom lifts are being 'dumped' into the UK.

The complaint - made by UK boom lift manufacturer Niftylift - applies to all fully self-propelled and semi self-propelled/self-drive boom lifts, along with trailer and spider lifts with a working height of six metres or more.

The complaint claims that Chinese manufacturers are able to sell at highly discounted prices is enabled via various forms of state subsidy, ranging from cheap and supported finance to subsidised land costs, state subsidised power, grants, discounted freight, tax breaks and other such forms of support. The TRA, part of the UK's Department for Business & Trade, will examine sales made between the 1st of October 2021 and the 30th of September 2025.

Once the organisation determines that the investigation is complete, it will make a recommendation to the Secretary of State for Business and Trade, which may include a recommendation for an anti-dumping tariff to be applied. The secretary of state will then decide whether to accept, reject or request that the TRA reassess the recommendation. If they reject it, they may decide to apply an alternative remedy.



PALFINGER ADDS TO TEC RANGE

Palfinger has added a new 23 tonne, 68.7 tonne/metre PK 720 TEC model to its TEC line of mid to high capacity loader cranes, slotting between the PK 580 and PK 880 TEC.

The PK 720 has a nine section boom, providing a tip height of 22 metres, while a nine section (seven hydraulic/two manual) jib takes the maximum tip height to 37 metres with a maximum radius of 34 metres. The stowed crane needs no more than two metres of truck bed length and is 2.55 metres wide, while weighing 6,440kg. Maximum outrigger spread is 8.6 metres. The new crane features a lighting system that includes two work lights on the boom and two on the jib, as well as LED strips beneath the main boom.

Standard features include the Paltronic 180 electronics and LX-6 control valve for a smoother, more responsive operation. The HPSC-Plus stability monitoring system checks the outrigger setup and jack loadings, and the 'Bound' virtual wall automatically limits the work once set for the work area. The PK 720 TEC is now available to order for deliveries in Europe, Africa and the Middle East.



Palfinger adds to its TEC range

OIL FREE TRACKED SCISSOR LIFT

Chinese aerial lift manufacturer Sinoboom has launched a 15ft electric powered oil-free scissor lift mounted on a tracked chassis - the 0407ET. It has a maximum working height of 6.5 metres indoors and 4.5 metres outdoors with a maximum platform capacity of 230kg, or one person.

Features include a 600mm roll-out deck and, when stowed, has an overall length of 1.45 metres, an overall width of 790mm and is two metres high. Its overall weight is 820kg. The lift uses electric actuators in place of hydraulic cylinders for lift and steer, and direct drive AC motors to power the tracks. It therefore requires no pump, no oil tank and no hoses.



The twin electric track drive motors



POTAIN'S NEW LUFFER

Potain has launched a new luffing jib tower crane, the MCR 505 J25. The new crane has a maximum capacity of 25 tonnes with jib lengths ranging from 30 to 60 metres, or 17 tonnes with the 65 metre jib option, which also offers a jib tip capacity of 4.7 tonnes.

The crane has a 7.92 metre back mast and out of service radius is 15 metres. The maximum free standing height is 77.2 metres using a combination of C809 and KMT850 tower sections. The MCR 505 J25 features frequency controlled drives and Potain's VISU+ monitoring/ display system, providing performance data and controls.

The crane supports both 50Hz and 60Hz power supplies and includes adaptive power control to reduce energy consumption.



Potain's new luffer

ZOOMLION'S NEW MASTS

Zoomlion has launched three new models with mast elevation mechanisms, two mast booms - the 10 metre ZMP08J and 11.2 metre ZMP09J - and a simple self-propelled mast lift, the 20ft ZMP06G. All three feature AC direct drive electric motors and maintenance free batteries.

The ZMP06G has an eight metre working height, a maximum platform capacity of 160kg and is equipped with a 500mm roll-out deck extension. The fully equipped machine weighs 980kg.

The ZMP08J is a classic 10 metre mast boom with three metres of outreach at an up & over height of 6.6 metres. Maximum platform capacity is 200kg.

The 11.2 metre working height ZMP09J is essentially the 10 metre mast boom, with an extra mast section to achieve the increased working height. It also has a slightly longer jib, which provides 3.23 metres of outreach at an up & over height of 7.75 metres. Both units are rated for indoor and outdoor use, but with only one person in the platform when working outside.

The Mast lift and Mast boom feature starting on P41 has more information on these and other aerial work platforms.

The 10m ZMP08J



The 20 ft ZMP06G



TWO CRANE INCIDENTS TAKE 34 LIVES

Thailand experienced two fatal crane collapses in early January, just 24 hours apart.

In the first incident, 32 people lost their lives, while at least 64 were injured when a launching crane collapsed onto a moving train carrying around 200 passengers in Nakhon Ratchasima.

The following day, a further two people were killed when another launching crane collapsed onto a busy road in a suburb of Bangkok. The crane - working on an expressway project in Samut Sakhon - was operated by Italian-Thai Development (ITD), the same company involved in the previous day's tragic incident.

Italian-Thai Development was also the contractor involved in the construction of a high rise building that collapsed in Bangkok during an earthquake last March, resulting in the deaths of 89 people. No other buildings in the city sustained comparable damage.



Samut Sakhon



Nakhon Ratchasima

INDIAN ENGINEERING PARTNERSHIP FOR PALFINGER

Loader crane and truck mounted lift manufacturer Palfinger has opened a 'Global Development Centre' in Pune, India, in partnership with L&T Technology Services. The aim is to expand its engineering capacity and increase activities in Asia.

The agreement has L&T operating the new facility with 20 engineers to support both local and worldwide development projects, working in partnership with Palfinger's technology centre in Köstendorf, Austria.

L&T Services executive director Alind Saxena said: "The new centre will serve as a strategic hub bringing together AI-powered simulation and embedded engineering to help Palfinger build future ready solutions while achieving faster development and improved cost competitiveness."

Palfinger chief operating officer Alexander Susanek added: "This investment will significantly expand our engineering capacity in a key market and strengthen our presence in strategically important regions."



Cutting the ribbon (L-R) Alexander Susanek and Andreas Hille of Palfinger with Oliver Moron of L&T

NEW MODELS FOR ACE

Indian crane and aerial lift manufacturer ACE launched several new and upgraded products at the Excon show in Bengaluru/Bangalore before Christmas.

The new models include: the 23 tonne 'Next Generation' NX 230 fixed chassis pick & carry crane featuring a choice of a three section 10 metre or four section 17.5 metre slotted booms for maximum tip heights of 11.6 and 18.5 metres. Front jacks are standard.

The existing 15 tonne F 150 pick & carry crane has been upgraded to the FC150 with a new clutchless transmission for smoother travel, and a more precise creep speed while reducing mechanical wear.

The 25 tonne 'F250 Ultra' pick & carry crane - an upgrade of the current F250 - is equipped with new in-house load sensing and safety systems including: Safe Crane Operation System (SCOS), Advanced Load Sensing System (ALSS), and Remote Articulation Stability (RAS), which between them manage load, speed and stability, aiming to reduce operator error while improving safety.

The AP25T is a new 25 metre, 3.5 tonne articulated truck mounted lift with a maximum platform capacity of 300kg, aimed at both rental and institutional/utility applications.

The FT 6040 is a flat top tower crane with a 60 metre jib featuring modular components, lightweight materials and digital monitoring for stability and load management.

The 20ft, 32ft and 40ft ASL 08, 12, and 14 slab electric scissor lifts are available with AGM or lithium-ion batteries, aimed initially at the Indian construction market.

Finally, the new AT30 11.5 metre /3,000kg telehandler is available with a range of attachments, including a bucket, man basket, and lifting hook.

ASL 14



AP25T

The FC 150



The AT30

F250 Ultra

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STAND NO. **H13**



BOOTH NO. **D1213**

JLG ADDS TO CLEARSKY SMART FLEET

JLG has announced two new features for its ClearSky Smart Fleet platform - 'digital access control' and 'over the air machine software updates' - available for its aerial work platforms and telehandlers.

The digital access control feature allows fleet owners and managers to restrict or enable machine operation using the ClearSky Smart Fleet mobile app, removing the need for manual keypad entry. Owners can select from three machine states: Restricted mode for complete lockout, Creep mode or Creep plus Transport mode for limited speed operation, and Unrestricted for full functionality.

The system is designed to support future developments such as role based permissions and job site access profiles without the need for additional hardware.

The new software can be downloaded remotely via a web portal or mobile app and applied wirelessly to multiple machines at once, with onsite personnel only needed to trigger the update.



JLG adds to ClearSky

JCB UPGRADES UK PLANT

JCB is investing £100 million in a major upgrade to one of its facilities at its UK manufacturing and headquarters campus in Rochester, Staffordshire.

The project includes £60 million for a new fully automated powder paint plant, along with the modernisation of the telehandler and loader backhoe assembly lines. Other upgrades include new machining centres, friction welders and cylinder boring machines.



An artist's impression of the new production lines

MCS ADDS NEW PRODUCTS

Software provider MCS Rental Software has released an updated version of its rental management system, RM Web and introduced an AI Query Assist feature allowing users to retrieve information from their data via an AI text prompt.

The new platform provides rental companies with access to the MCS Rental Software on any device or major browser. RM Web allows users to manage rentals, track equipment, and monitor performance in real time without connecting to internal networks. It features simplified navigation and real time data updates, allowing users to generate detailed reports and access the platform from any location.

AI Query Assist allows users to access specific information, such as details within large invoices or contracts, without having to navigate reporting systems or run manual queries.

Nick Thomson, chief sales officer at MCS, said: "RM Web gives our customers the freedom to access their rental software anywhere, anytime, through an interface that is designed to be both intuitive and powerful. The AI Query Assist is designed to make document interaction effortless. By allowing users to ask questions and get instant, accurate information, we're helping businesses save valuable time."



The RM Web interface

ALIMAK PARTNERS WITH BROGAN

Swedish mastclimber and hoist manufacturer Alimak and UK based specialist access provider Brogan group have signed a partnership agreement in which Brogan will supply Alimak with its CAS aluminium common hoist towers and Atlas loading gantry systems, which Alimak will offer for sale or rent throughout its worldwide sales and rental network. Brogan acquired common tower manufacturer CAS - Construction Access Systems - last June. The towers are typically used on high rise projects to centralise multiple hoist installations serving a single access point or level.

Atlas loading gantry systems are designed for use on low rise applications as an alternative to scaffold gantry setups, particularly where tie-in points are limited or where large components need to be installed. They are currently in demand for projects such as data centre construction.

Brogan director Wayne Smith said: "The CAS Common Tower has already transformed project delivery on some of the world's most complex builds. By combining that technology with Alimak's global network, clients everywhere can now access safer, smarter and more efficient vertical access solutions as part of their projects."



A CAS common tower at Battersea power station in the UK

GAME OF CRANES WINNER

The first Liebherr Game of Cranes championship final was held at Liebherr's facility in Ehingen, at the end of November.

The winner of the Game of Cranes 2025 is the winner of the European semifinal - **Scott White of City Lifting** in London, UK.

The other results are:

In fifth place - the winner of the South American semifinal - **Leonardo Navarro of WVN Guindastes** from Brazil.

In fourth place - the winner of the North American semifinal - **Nick Jackman of Mountain Crane** in the USA

In third place - the winner of the Africa, Middle East & Asia semifinal - **Kirk Smith of Titan Cranes** in New Zealand.

In second place - the winner of the Australian semifinal - **Joey Fisher of Johnson & Young Cranes** in Australia.



The winners (L-R) Nick Jackman, Joey Fisher, Scott White, Kirk Smith and Leonardo Navarro

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FINANCIALS ROUND-UP

Ashtead, owner of **Sunbelt Rentals** in the USA, Canada and the UK, has reported its first half results with group revenues one percent higher at \$5.76 billion, while pre-tax profit declined 10 percent to \$1.08 billion due to higher operating costs and depreciation, partly offset by a reduction in interest costs, and the costs with moving the company's listing from the London to the New York Stock Exchange.



UK rental group **Vp** - owner of telehandler rental company **UK Forks**, low level access specialist **MEP** and **Brandon Hire Station** - has published its half year results with total revenues down two percent to £188.4 million. UK revenues at £152.4 million were 6.5 percent lower, with operating profit down 28 percent at £15.5 million. International revenues, however, were 21 percent higher at £35.9 million and operating profit increased five percent to £6.7 million. Pre-tax profit plummeted 44 percent to £11 million.



US based mechanics truck and service crane manufacturer **Stellar Industries** has acquired Omaha, Nebraska based truck mounted aerial lift, crane and digger derrick manufacturer **Elliot Equipment**. The transaction is expected to close in the first quarter of 2026. The two companies have stated that after the transaction completes, Elliott will continue to trade under its own name as a standalone business unit, within the Stellar group, maintaining all employees, separate facilities, brand identity and dealer relationships, with Jim Glazer continuing to lead the business.



Tadano has reported its third quarter results showing revenues of ¥240.5 billion (\$1.55 billion), up 13.1 percent on last year. Pre-tax profit improved 7.75 percent to ¥17.8 billion (\$114.5 million), due entirely to a one-off gain of ¥9.91 billion (\$63.9 million) on the sale of non-current European and Manitex assets. 'Ordinary profit' was 54 percent lower at ¥7.86 billion (\$50.6 million).



US based **United Rentals** has acquired the aerial lift and general rental business of Australian rental company **Alfasi Hire**. Alfasi was founded in 2004 by Avri Alfasi, the current chairman, and is based in Hallam-Melbourne. The company runs more than 2,500 aerial lifts and telehandlers from five locations - Melbourne plus four branches, Sydney, Brisbane and Mackay in Queensland, plus Karratha in Western Australia. It also ran an extensive crane rental fleet, which it sold to contracting and manufacturing group **Crossmuller** last October.



The liquidation of Scottish access rental company **Active Access** is now underway following the appointment of Interim liquidator, Middlebrooks. All creditors should by now have received a letter asking them to file any claim they might have and to register as a creditor. A meeting will then be called to elect a permanent liquidator. The company, based in Bellshill near Glasgow, was founded by Andrew McCusker in 2003 as Active Rentals and changed its name to Active Access in 2011. In 2016, McCusker suffered a serious medical issue, which led to the sale of the company to local businessman Seref Zengin.



JLG has acquired the robotics technology of Californian developer **Canvas Technology** in a move to accelerate its shift towards autonomous job site equipment. Canvas was established in 2017 by Kevin Albert and Maria Telleria Canvas with backing from Menlo Ventures and Brick & Mortar Ventures.



Hiab has acquired Brazilian manufacturer **ING Cranes**, hoping to increase its presence in the country. ING Cranes was established in 2010 and has revenues of €50 million and employs around 250. It is located in Caxias do Sul, north of Porto Alegre in southern Brazil and produces articulated loader cranes with capacities up to 65.6 tonne/metres.



US company **Wilkerson Crane Rental** has acquired **Gilmore Crane Corporation** of Topeka, Kansas, from owners **DM Gary Holding** - its third acquisition in 2025. The business will be integrated into Wilkerson's existing operations. The move adds a third location in Kansas, improving Wilkerson's coverage in the northeast. The Gilmore fleet includes carry deck cranes, boom trucks, truck mounts and All Terrains up to 200 tonnes.



Dutch off road tyre company **Magna Tyres** has acquired Australian tyre and battery distributor **Telescope Tyres Group**. Telescope was owned by **Brian Hogan** and the Hogan family, it operates from four facilities in New South Wales - two in Parkes, along with branches in Gunnedah, Cowra and Dubbo - covering all types of tyres, from cars to mining trucks.



French International rental group **Kiloutou** has acquired northern Spanish sales and rental company **Mavyal** (Maquinaria Venta Y Alquiler Norte), including its wholly owned subsidiary **Suministros Zelai**. The move adds six additional locations to Kiloutou Spain's network in the regions of La Rioja, Aragon, Castile, León and the Basque Country, significantly strengthening its coverage in the north of the country.



Allison Transmission has completed the acquisition of the Off-Highway business of axle manufacturer **Dana**.



French transport business **Groupe Berto** and its **Eurolev** subsidiary have acquired **MG Location**, a rental company based on the west side of Mulhouse in Alsace. MG will join Berto's main rental business Eurolev.



SINOBOOM i-LINK

Sinoboom has introduced its own telematics system dubbed 'i-Link', which allows remote control of certain machine functions and provides information on machine status and location. Features include remote lock, GPS tracking, and remote diagnostics with maintenance schedules managed through automated reminders. The system provides utilisation and failure data and enables remote firmware updates, as well as using AI for predictive fault alerts and maintenance guidance.

The i-Link system combines connectivity, monitoring, remote control, standardised APIs (Application Programming Interface), and functions from the company's customer service management platform. The Telematics Box (T-Box) gathers equipment data from multiple parts of a machine simultaneously and works with both Modbus - a widely used equipment communication protocol - and J1939 protocols, a standard communication system that lets different electronic parts of machinery share information.

Ben Xie, head of Sinoboom's Intelligent Research Institute, said: "The entire Sinoboom i-Link system has been developed with the fleet manager at the fore and is empowered by AI technology (Sinoboom Star-Key AI engine). i-Link is designed as a scalable, future ready platform to reduce downtime and operating costs."



1,500 GENIES FOR MATECO

Luxembourg based international rental group Mateco has ordered 1,500 new Genie machines as part of its 2026 fleet renewal and expansion plans. While the full breakdown has not yet been specified, it includes diesel and electric scissor lifts and boom lifts as well as TraX crawler boom lifts.

Mateco chief operating officer Andries Schouten said: "This major investment demonstrates our confidence in Genie products and aftermarket support."

The company can trace its roots back 1973 when German painting company Maltech began renting out its aerial work platforms. Today, it runs around 45,000 aerial lifts and telehandlers across 15 countries in Europe and South America.



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NEWS HIGHLIGHTS

- **Kobelco** Europe has appointed **Takemichi Hirakawa** as its new MD
- **Sinoboom** has appointed **Al Marwan Machinery** as distributor for Saudi Arabia
- UK's **Wire Cranes** has taken a 6t **Böcker AK48**
- UK's **Horizon Platforms** has hosted a safety day at M&S London
- US's **LiftSmart** celebrated 15 years with a platform giveaway
- **Bravi** has appointed **International Platforms** as UK dealer
- **Tadano** has promoted **Tony Mullin** to manager for Ireland
- UK's **Bronzeshield** has completed a six unit **Liebherr AT** order
- **Mammoet** has taken a 1,350t **Liebherr LR11350** and a 2,500t LR12500-1.0
- **Sinoboom** has launched its own telematics system i-Link
- **Palazzani** has appointed **SNM Lift** as distributor for France
- **Böcker UK** has appointed **Callum Dunbar** as sales manager
- UK's **Aconda** has introduced a crane for its tracked carriers
- **Axolift** has appointed **Cintermaq** as its dealer for Spain
- **Wolffkran UK's** crane operators have voted for a series of one day strikes
- **MCS Rental Software** has updated RM Web, its rental management system
- Spain's **Grúas y Servicios Casado** has taken the country's first 3.2t Jekko SPX 532.2 CDH spider crane
- UK's **Berkeley Crane Hire** has appointed **Dave Williams** as contract lift manager
- **Faresin** has appointed **Hybeko** as distributor for the Nordic region
- Ireland's **Flynn Crane Hire** has taken a **Spierings SK1265-AT6 eLift**
- UK's **L&N Platforms** has taken a 46m **Bronto S46XDT** truck mount
- UK's **Foster Cranes** has appointed **Nick Whadcoat** as service engineer
- **GSR** has appointed **LVM Nacelles** as distributor for France
- **TUI Airways** has taken 18 **Multitel** truck mounts
- **Socage** has appointed **Enrique García Delgado** as European sales VP
- **Scheuerle** has opened an office in Pune, India
- **Gefas/Helix** has appointed **Tr8con** as dealer for Scandinavia & Baltic states
- Wales' **Davies Crane Hire** has taken a third 60t **Liebherr LTM 1060-3.1 AT**
- **Sany** has appointed **T H White Construction** as a UK dealer
- UK rental entrepreneur **Clive Hurt** has died
- Germany's **Maxikraft** has ordered 22 **Grove GMK ATs**
- **Saudi Liebherr** has opened its third branch in Riyadh
- **MCS Rental Software** has introduced an AI Query Assist feature
- Spain's **Grúas Aguilar** has taken the country's first 400t **Liebherr LTM 1400-6.1**
- **Atlas** has appointed **Gergen Kipper-und Fahrzeugbau** as dealer SW Germany
- **Tadano** has appointed **Tyler Brown** as aerial manager for N. America



Takemichi Hirakawa



Tony Mullin



Callum Dunbar



Dave Williams



Nick Whadcoat



Enrique García Delgado



Clive Hurt



Tyler Brown

- Germany's **Scheuer Arbeitsbühnen** has taken a 24m **Versalift VTX-240 G3** truck mount
- UK's **Berry Cranes** has taken a 12t **Böcker AK52** truck crane
- Ireland's **Dromad Hire** has opened **DTA Training Warwick Ward**
- **BPI** will auction off the assets of failed UK dealer **Warwick Ward**
- Finland's **E. Helaakoski** has appointed **Jukka Haapalainen** as CEO
- Italy's **Axolift** has standardised on **AGM** batteries for its powered lifts
- Germany's **Hans-Dieter Büschkes** has taken a 6t **Böcker AK46/6000**
- Ireland's **Combilift** has donated its 100,000th forklift to **Unicef** Ireland
- **Magna Tyres** has acquired Australia's **Telescope Tyres Group**
- **Axolift** has landed its first deal with **Kiloutou**
- UK's **Wire Cranes** has taken a 150t **Grove GMK5150XL AT**
- **SparkX** has taken a second **Versalift VDTL170** and first **VDT170-F** in the UK
- Germany's **Beyer Mierservice** has taken 58 **Manitou** telehandlers
- **Mammoet** has taken the first battery electric 150t **Liebherr LTM 1150-5.4E**
- UK's **VP** has appointed **Alice Woodwark** as CEO, succeeding **Anna Bielby**
- Germany's **Autokrane Schares** has taken a 45t **Tadano AC 3.045-1 City**
- **Sinoboom** has introduced a collision detection system for its boom lifts
- **JLG** has appointed **Jonathan Dawson** as VP International
- France's **Freitas Levage** has taken the country's first **Liebherr MK 120-5.1 E**
- **Jekko** has appointed **Arsis** as its distributor for Greece
- UK's **Access Plus** has taken four **Sinoboom** scissor and boom lifts
- Italy's **AGB** has purchased **Axolift** platforms for its production facilities
- UK's **Dewsbury & Proud** has taken its 30th **Liebherr AT**
- Germany's **Nordkran** has taken a 3.2t **Jekko SPX532.2**
- Ireland's **Baloo Hire** has promoted **Ben Larkham** to transport manager
- Finland's **N Rent** has taken a 52ft **JLG EC520AJ** boom lift
- UK's **County Lifting Services** has taken a 50t **Liebherr LTC 1050-3.1**
- **Pacific Hire** has taken Australia's first 66ft **JLG 660SJ** tracked boom
- The UK's **Access Alliance** held a meeting **LGMG's** European headquarters
- Netherland's **Collé Rental & Sales** has taken 50 **Easy Lift** spider lifts
- UK's **Braddan Plant Hire** has appointed **Simon Ward** as sales & hire manager
- UK's **Marsden Crane Services** has taken a 150t **Liebherr LTM 1150-5.3 AT**
- **Bronto** has opened its new service centre near Fort Worth, Texas
- Canada's **Vulcan Hoist** is to distribute **William Hackett** hoists & lifting products in N. America
- UK's **PG Platforms** has taken a 26m **Ruthmann TBR260** truck mount
- **Riwal** operations in Slovenia and Croatia have been rebranded as **Boels Rental**
- **Leguan Lifts** has appointed New Zealand's **Avant Equipment NZ** as distributor



Jukka Haapalainen



Alice Woodwark



Anna Bielby



Jonathan Dawson



Ben Larkham



Simon Ward

- **AER Rents** has promoted **Benerice Bondjanga** to digital marketing manager
- UK company **AMF Lifting** has taken a 3t **Hoefflon C6**, its first spider crane
- **PT Vector Indonesia** has taken the country's 100th **Franna Mac 25** crane
- Germany's **Hagedorn** has rescued **Hüffermann Krandienst** from administration
- US **Port Tampa Bay** has ordered two **Liebherr STS** cranes
- **Douglas Anderson** of Scotland's **GAP Group** has died
- Germany's **Jandt** has ordered three new **Liebherr** cranes
- Italy's **Mollo** has acquired the rental division of **Truck Mobil** with two locations
- UK's **Hire Safe Solutions** has taken 30 **Sinoboom 1932ME** scissor lifts
- **Spierings** has appointed **Marc Meijs** as technical director
- **Palazzani** has appointed **Tr8con** as dealer for Finland, Sweden and the Baltic States
- Germany's **Alfred Klug** has taken a second 250t **Liebherr LTM 1250-5.1**
- Australia's **Ausdirect Hire** has added 60 new aerial lifts to its fleet
- **Manitou** CEO **Michel Denis** will stand down in June
- **US Boss Crane & Rigging** has appointed **Joel Thames** and **Kevin Hamilton** as regional managers
- Dutch company **Pfeifer** has added three new **Grove ATs** to its rental fleet
- Ireland's **Allen Crane Hire** has taken a 100t **Tadano AC 4.100-L AT**
- UK based **Ecobat Battery** has been rebranded as **Veloris** following the disposal of its battery & lead recycling operations
- **Pop Up Products** has appointed **Steph Bradley** as retail account manager
- Vietnam's **Baria Serece Phu My Port** has taken a 144t **Liebherr LPS 550** electric port crane
- Australia's **Monitor** has taken a 54m **Platform Basket 54T** spider lift/crane
- UK's **Roadcraft** has taken the country's first 130t **Liebherr LRT 1130-2.1**
- Wales' **Thomas Plant Hire** has acquired **Orbital Equipment**
- UK's **Clearview Services** has taken a **Böcker AK48** truck mounted lift
- **Palazzani** has appointed **Hoogwerkers** as a distributor in the Netherlands
- **Alimak** has appointed **Karin Bååthe** as executive VP of its construction division
- **Liam McLoughlin** has launched **Mac Projects** and **Mac Heavy Lift**
- Germany's **Gagarin** has taken a 2.5t **BG Lift M250-E** spider crane
- The **Australian Defence Force** has purchased **Manitou** telehandlers and platforms
- Germany's **Berning** has taken a 38m **Ruthmann T380 XS**
- **KR8 Advisory**, is selling 13 **HSS UK** depots
- USA's **Wilkerson Crane Rental** has taken an 800t **Liebherr LTM 1750-9.1**
- **Tadano** has appointed **Scott Walter** as **Manitex** sales VP



Benerice Bondjanga



Douglas Anderson



Marc Meijs



Michel Denis



Steph Bradley



Karin Bååthe



Scott Walter

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A VERY GOOD YEAR?

2025 was a very good year for the aluminium boomed truck cranes with the two major manufacturers - Böcker and Klaas - both introducing and selling large volumes of new and existing models into an expanding market outside of their home market of Germany and increasingly beyond European shores.

The aluminium truck crane continues to gain popularity in new countries, as more crane owners comprehend the difference between a low nominal/maximum lift capacity and their overall performance and ability. It's a similar story to the emergence and growing popularity of spider cranes or mobile self-erecting tower cranes, the nominal capacity is not the relevant factor - it never was. The aluminium truck crane's forte is handling relatively light loads at great height and reach - for example, when placing roof trusses, air conditioning units or solar panels. The benefits over and above their incredible performance is an extremely cost-effective and versatile lifting machine, particularly as they are also mounted on commercial truck chassis which benefits from substantially lower running costs, both in terms of fuel and maintenance than the typical alternative, an All Terrain crane.

SURPRISING PRODUCT SECTOR

This market sector is surprising for several

reasons. First, there are only two serious manufacturers - Böcker and Klaas - which are both based in Germany. Even in a small but growing specialist market sector, this is unexpected. It is true that the total unit sales numbers are still too low to grab the interest of high volume Chinese manufacturers, but it is shocking that no other company has tried its hand at a similar type of crane. A related product that uses the same boom technology is the trailer crane, which both Böcker and Klaas also offer, but it brings in a third manufacturer - Paus - which is also based in Germany.

The other surprising thing about this market is that while it derived its name from using aluminium booms, only Klaas now features an all-aluminium boomed product line. Over the past year or so, Böcker has moved away from aluminium booms entirely, preferring to use the new ultra-high strength steels. Its last aluminium boom crane was the AK46/6000, which has been replaced by the steel boomed AK48. It does, however, feature an aluminium jib.

According to chief executive Alexander Böcker, steel allows a larger profile thin walled boom which can accommodate all of the hydraulic lines and electronics internally for a cleaner boom, with less chance of damage. "Aluminium is lighter but has a thicker wall, and when starting with a steel boom base section, it makes sense to continue with the same material, making it easier to produce, more precise and easier to install," he says.

Given Böcker's move away from aluminium booms, some of those in the industry thought about a rename - possibly to 'lightweight truck mounts'? However, that term might also include truck cranes from manufacturers including Tadano, Liebherr and a few Italians, which are completely different beasts. Given the speed of setting up an 'aluminium truck crane', the term Quick Lifter Lightweight crane might be appropriate...but as it's a bit of a mouthful, aluminium truck crane seems to have stuck as is often the case, long after the original reason for the name has changed.

The vast majority of the 'aluminium cranes' are sold in Europe - particularly Germany, Belgium, the UK and France, although New Zealand and Australia take a few units each year, while a few find their way into the USA, but variable road regulations often complicate matters. Böcker tends to focus on its trailer cranes in North America.

NEW KLAAS MODELS

Over the past 12 months Klaas has delivered the first of several new models, including the five tonne all-electric K950LEX, the very first K2350 truck mounted crane off the production line, as well as a new 4.5 tonne K2500 truck mounted aluminium crane on a four axle chassis.





The first all-electric Klaas K950LEX

The Klaas K2350 is now in production, the very first unit off the line went to London, UK based rental company Lee Aerial Lifting



The first all-electric Klaas K950LEX was purchased by Dutch crane rental company Kraanbedrijf Nederhoff. Mounted on a Volvo FE fully electric three axle chassis, the K950LEX is the result of a collaboration between Klaas, Nederhoff, All-Up and the Hengelo branch of Volvo Truck dealer Nijwa.

The crane uses a four section main boom with a four section luffing upper boom/jib for a maximum tip height of 45 metres. It can take its five tonne maximum capacity to a height of up to nine metres at a radius of seven metres. However, the benefit of this type of crane is its reach and lifting one tonne at a 28 metre radius or taking 500kg to 36.5 metres is typically more desirable. A useful option is the platform attachment, which offers a working height of just over 41 metres.

Standard features include self-levelling outriggers, extendable counterweight, slew limit settings and point-to-point memory function. Power is provided by two electric motors driven by a 225kW battery pack, giving a driving range of up to 275km on a single charge. The crane joins Nederhoff's fleet alongside its diesel version - the K950 - and will largely be used on urban construction projects.

Managing director Sjoerd Nederhoff said: "The K950LEX is a revolutionary machine that not only helps us comply with emission regulations but also enhances efficiency and sustainability in our operations. We are proud to take this step and contribute to the future of emission free construction projects."

FIRST KLAAS K2350

The Klaas K2350 is now in production, the very first unit off the line went to London, UK based rental company Lee Aerial Lifting - the second Klaas truck crane in its fleet.

The K2350 is mounted on a three or four axle chassis, while the K2300, on which it is based, is on three axles. It features a three section 31 metre main boom topped by a five section telescopic jib for a maximum hook height of 50 metres at which point it can handle 750kg. Its optional maximum capacity when used in the newly developed two fall operation is nine tonnes at a radius of six metres and a height of 18 metres. In single fall operation it can take its maximum of 4.5 tonnes to eight metres and a height of 32 metres. However, of more interest is that it can take two tonnes to 26 metres at a height of 16 metres, one tonne to 17 metres at a height of 44 metres, and 500kg to 44 metres radius at a height of 21.8 metres.

Klaas says changing from single to double fall operation is automatic, tool-free and at the



The K2350 working in a tight spot

touch of a button on the remote controller. As the second crane hook is already integrated into the boom, no additional assembly is required. Maximum width with the outriggers fully extended is 7.34 metres. The K2350 was ordered at Bauma last April and follows Lee Aerial Lifting's purchase of a 4.5 tonne Klaas K2300, which has

proved to be a popular unit in the film and TV industry since it was delivered.

A DIFFERENT KLAAS

Danish crane rental company Bas Kraner took delivery of a new 4.5 tonne Klaas K2500 with a difference last year. The new K2500 - the largest in the Klaas range - is designed for 26 tonne three axle chassis, but the crane was mounted on a four axle, 36 tonne Volvo chassis, the first Klaas to be mounted on a four axle carrier. The configuration provides numerous benefits, while three axle steering keeps it relatively manoeuvrable.

The heavier truck means that it has a narrower outrigger footprint at seven metres with higher capacities on the reduced outrigger spreads, as well as a full 360 degree load chart with the maximum capacities. The crane is also able to travel on public roads permit free.

The crane is equipped with a hybrid package with an electric motor driving the superstructure and a diesel engine driving the chassis, while also being capable of powering the upper structure. Other options include a fully integrated aerial work platform attachment with a roofer's guardrail - which offers a maximum working height of 51 metres and a maximum outreach of 36 metres with 250kg in the platform or 33 metres with the maximum platform capacity of 400kg - along with boom and jib tip cameras which feed into the remote control screen.

The K2500 uses a four section, 34 metre main boom topped by a five section, 22 metre telescopic jib, taking the maximum tip height to 59 metres. The 4.5 tonnes maximum capacity can be lifted to a height of 22 metres and a radius of six metres at a height of 20 metres. The crane can



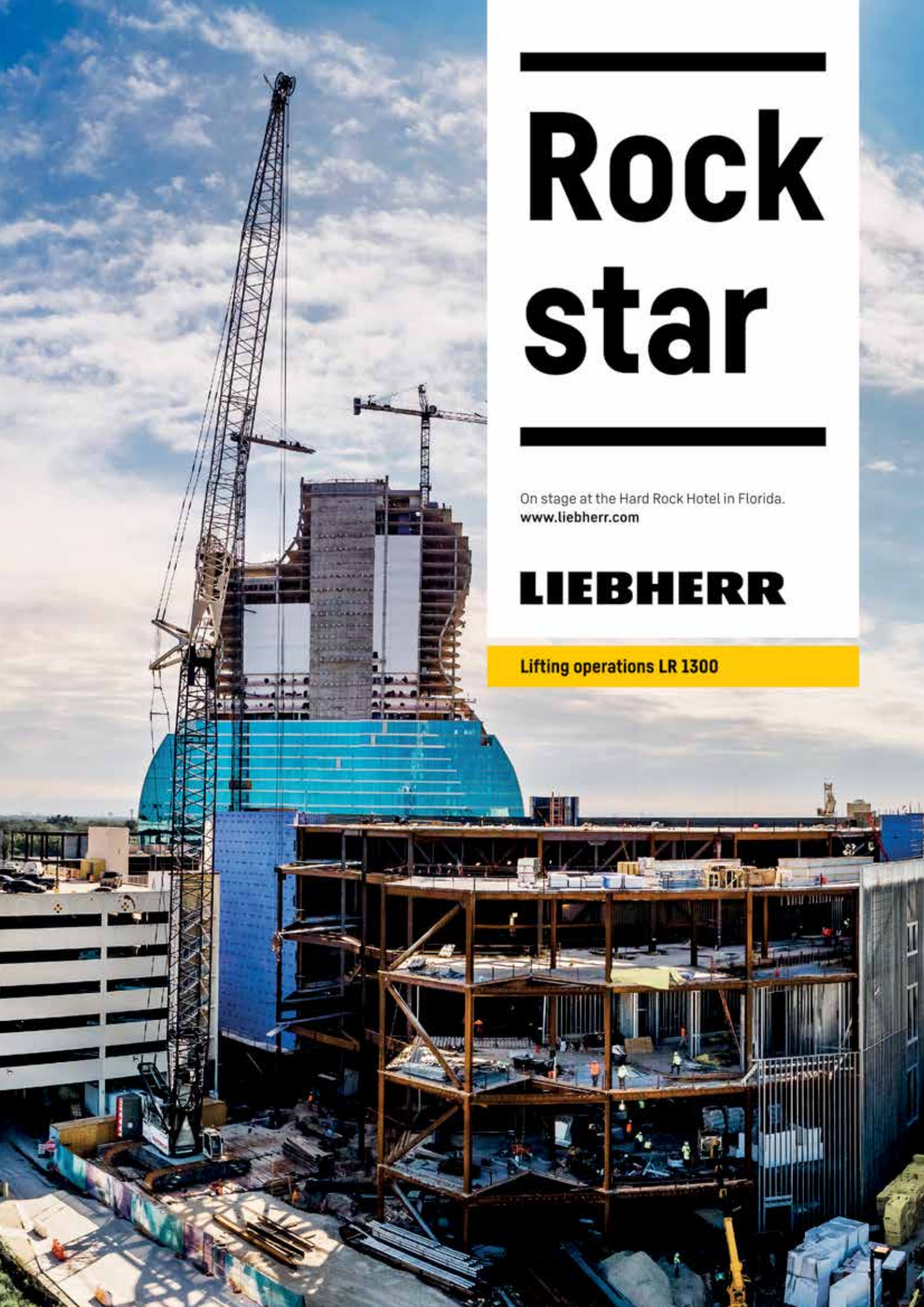
The new K2500 on a four axle chassis with 6.5 metre two axle Wecon trailer

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ALUMINIUM TRUCK CRANES

also handle 500kg at its maximum tip height or take it out to a 45.5 metre radius and a height of 20 metres. Bas also added a two axle, 6.5 metre Wecon trailer with locks for a 20ft container, to tow behind the crane.

THE 'NORMAL' K2500

The 'normal' Klaas K2500 - mounted on a three axle chassis - is also a recent addition to the range, with the first in the UK going to Newmarket based ALN Carpentry & Joinery. Mounted on a three axle Volvo chassis, it features a four section 37 metre main boom topped by a five section telescopic jib for a maximum hook height of 58.5 metres at which point it can handle 500kg. It can also take one tonne to a radius of 35 metres at a height of 28 metres, while at its maximum radius of 45 metres, it can handle 500kg at a height of 21.5 metres.

BUSY BÖCKER

Böcker has also been busy in 2025, adding new models to its range and expanding its production and service facilities. At the beginning of the year, the first new six tonne AK 48 truck crane was purchased by German roofing company Theo Milte Bedachungs and last month its new flagship model and most powerful truck crane - the 12 tonne, 55 metre boomed AK52 - was delivered to Berry Cranes in the UK.

Böcker also opened a new branch in Burghaslach, near Nuremberg, its seventh location in Germany and has broken ground for a new service centre on a 3,200 square metre site in Eschbronn, Baden-Württemberg, southwest Germany. The company has been producing truck cranes at its headquarters in Werne since 1989. The first aluminium crane from Klaas was produced in 1993.

BÖCKER AK 48

The AK 48 features a four section high-strength, structural steel main boom plus a three section 14 metre aluminium telescopic jib for a tip height of 49 metres with a maximum radius of 40 metres. It can handle its maximum capacity of six tonnes at eight metres and 1.5 tonnes at a radius of 24 metres and a height of 27.5 metres. The unit can also be used as a work platform with the simple



The Klaas K2500 with platform attachment



The six tonne capacity Böcker AK 48

fixed PK 250-1 platform featuring a working height of almost 50 metres and a maximum platform capacity of 250kg at up to 33 metres outreach. Maximum outreach is 35 metres with 100kg in the platform.

The rotating and extendible PK 600-D platform offers a 600kg maximum platform capacity and a working height of more than 43 metres with 25 metres of outreach. The crane also has an 11 metre below ground reach with 100kg in the platform.

As well as being available as a conventional diesel, a hybrid version can be ordered with an additional 400 volt electric motor for the chassis' PTO, while a fully electric crane features a larger battery with 230/400 volt charging point on the chassis.



Along with the AK 42 and the AK 48, the AK 36 is the third and most compact of the new generation of Böcker truck cranes



German roofing company Theo Milte Bedachungs took delivery of the first six tonne Böcker AK 48 truck crane



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ALUMINIUM TRUCK CRANES

The main boom can be raised to the vertical, with the jib horizontal for tower crane mode. In this format it has a maximum main boom height of 34.7 metres with a 14.4 metre three section extendible jib, at which point it can lift one tonne. There is the option of extending the jib a further three metres.

Managing director Theo Milte said: "We are impressed by the new crane's sophisticated technology and the high level of automation during erection, levelling and operation. The ease of use is outstanding, thanks to the intelligent control system - anyone can operate it. What I consider its most impressive detail is the new boom geometry with tower crane function. We can work very close to the building and telescope much faster. However, the decisive factor for us is that the crane does not require an extendable counterweight. It delivers maximum performance with minimal superstructure dimensions. It can also work with a single side outrigger set up."

BIGGEST YET

Two UK rental companies - Berry Cranes and City Lifting - have taken delivery of a 12 tonne Böcker AK 52 'Quicklifter' crane - the largest in the Böcker line up. It can be mounted on 26 tonne three axle or 32 tonne four axle chassis. It has a maximum tip height of 52 metres, can take 500kg to a maximum radius of 45 metres and can take three tonnes out to a 17 metre radius at a height of 31 metres.

Like the AK 48, it can work well as a truck mounted work platform, its extendable 3.5 metre platform has a 600kg maximum platform capacity thanks to its small tail swing, closed boom, and its 14 metre hydraulically telescoping jib.

BÖCKER EXPANDS

As already mentioned, Böcker has been expanding its service and training facilities in Germany, it also plans to offer crane and hoist rental from its new locations which will be powered entirely by renewable energy through roof mounted solar panels and heat pump technology. This expansion increases Böcker's presence in Germany to eight locations, including its headquarters in Werne.

TRAILERS ON THE UP

Aluminium trailer cranes are a much rarer sight

than the truck cranes - particularly outside of Germany. Böcker has been manufacturing aluminium trailer cranes since 1997 and although not often seen on construction sites, they offer many cost effective advantages particularly in battery electric form. A good example of how they are employed comes from German roofing contractor M. Höfges Bedachungen, which used its Böcker AHK 36e battery electric trailer crane with direct drive electric 100 metres a minute winch - to help renovate an old farmhouse roof. With an all up weight of 3,500kg the crane can be towed by most large 4x4 and pickup trucks.

Böcker AHK 36e



The three hour job involved lifting roof timbers and battens for the new roof over the existing construction. All the work - including manoeuvring, assembly and dismantling - was carried out entirely on the crane's 12.2kWh battery without any additional need to plug in or recharge the lithium ion battery pack. The new electric winch on the AHK 36e uses far less energy than the hydraulic alternative, with few components and no chance of leaking. It also recovers energy when the load is lowered via the cable winch, feeding it back into the battery.

At the end of the job, the battery charge was still 70 percent despite temperatures close to freezing point. Should the battery need recharging, it can be done via any 230 volt household socket. Böcker says that manoeuvring the crane to the work area in the backyard of the house with its

Böcker AHK 36e



wheel drive system, setting and levelling up and raising the boom required just eight percent of the battery charge. The crane can work up to 10 hours performing up to 140 lifting cycles without the need to recharge the battery pack.

With the electric winch option, the maximum capacity for two falls is two tonnes at a radius of 5.4 metres. One tonne can be lifted at a 10 metre radius and a height of 19.5 metres, whereas 500kg can be taken out to 16.5 metres at a height of 26 metres. Maximum lift height is almost 34 metres, at which point it can handle 250kg as it can at a radius of 23.1 metres and a height of 21 metres. Standard features include work lights, outrigger warning lights and a hook camera. ■



Böcker AHK 36e



Berry's new Böcker AK 52



The new crane takes its place in the Berry fleet in Towcester, Northamptonshire



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CC 78.1250-1

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XT4014KH

Max. lift capacity: 4t
Max. lifting height: 13.57m
Max. torque: 410N.m / 1600rpm
Rated power: 74kW / 99rpm
Engine model: Deutz TCD 3.6

XT3207KH

Max. lift capacity: 3.2t
Max. lifting height: 7.11m
Max. torque: 460N.m / 1600rpm
Rated power: 85kW / 115hp
Engine model: Deutz TCD 3.6

XT2506H

Max. lift capacity: 2.5t
Max. lifting height: 5.85m
Max. torque: 285N.m @ 1500rpm
Rated power: 52.6kW / 70.5hp
Engine model: Kubota V3307

XT4018KH

Max. lift capacity: 4t
Max. lifting height: 17.55m
Max. torque: 410N.m @ 1600rpm
Rated power: 74kW / 99rpm
Engine model: Deutz TCD 3.6

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IS IT GETTING ANY BETTER?

Last year's 2024 survey indicated that many UK & Ireland rental companies were adopting a 'wait and see' policy typically related to rising prices for equipment, labour and materials, coupled with delays to major contracts. However, 2025 proved to be almost more of the same, with most companies having a 'flat' first six months of the year.

It would appear that all sectors of the crane, powered access, and telehandler rental market are still in need of decent rate increases. Many think there are too many companies and machines chasing not enough work, resulting in downward pressure on rates, causing some to struggle for survival. Too many companies drop their rates at the first sign of a fall in utilisation but then struggle to raise them when it gets busier. Savvy contractors play companies against each other, nothing new there, but they also want the latest machines equipped with the latest safety equipment, but do not expect to pay for it.

In simple terms, the higher machine prices and operating costs of the past year or two have not found their way into improved rental rates. Looking at the tables published over the next few pages, there are far too many red arrows indicating rates going down rather than up!

WOULD YOU RECOMMEND THE INDUSTRY TO YOUR CHILDREN?

A stark reminder of the state of the industry is the question: 'Would you recommend the sector to your children?' This year both the crane and aerial lift sectors moved more towards No - which

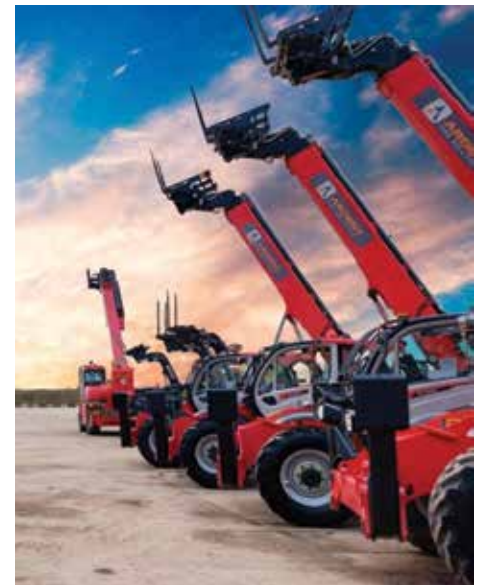
sums up the mood at the moment. Perhaps surprisingly, those running telehandler fleets were very positive in their responses, with almost three quarters of respondents giving the sector a big thumbs up for their children!

The telehandler market also appears more buoyant in other ways, with rental rates increasing for half of those who responded, while remaining the same for the rest. They are also optimistic for 2026, in that none expect rates to go down, while 40 percent are anticipating an increase. Almost 75 percent also plan to expand their fleets again this year.

In contrast, 41 percent of crane companies and 33 percent of access rental companies said rates had declined in 2025, with the majority expecting them to stay the same or fall further this year.

Crane companies were a little more pessimistic in terms of fleet numbers - only 38 percent reported increasing their fleets in 2025, while nine percent reduced their fleets. This year, only 23 percent of them are planning to expand, with the vast majority staying the same and limiting purchases to a one-in-one-out basis.

Powered access was a little more positive, although almost 90 percent anticipating rates



would remain the same or fall in comparison to 2025, while this time last year, 43 percent of respondents expected them to improve. Almost two thirds of companies added to their fleets last year, and half of them plan to do the same this year - Go figure!

A LEADING INDICATOR?

Telehandlers are often said to be a good indicator of work in the pipeline, along with earthmoving equipment, being among the first machines to arrive on site, long before cranes or platforms are required. Thus, the positive telehandler feedback is possibly a helpful indicator for the two other sectors we cover. None of the telehandler companies reported declines in rates last year, and none expect to see any this year. Almost half of them increased the size of their fleets last year, and almost 75 percent say they will expand their fleets again this year. And as mentioned earlier, a whopping 73 percent said they would recommend the equipment rental business to their children! The future clearly looks bright for those offering telehandlers...

Once again, a big thank you to all those who participated in the survey. We hope that you will find the results both interesting and useful.



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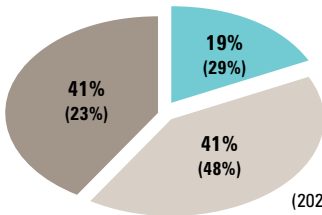
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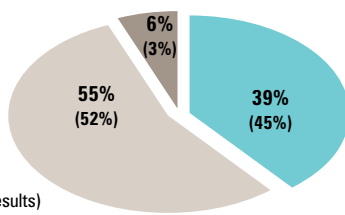
CRANE RATES

Crane rate trends - all types

Crane hire rates over the past 12 months have:



Crane hire rates during the next 12 months will:



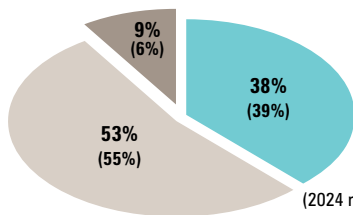
(2024 results)

Decreased Stayed the same Increased

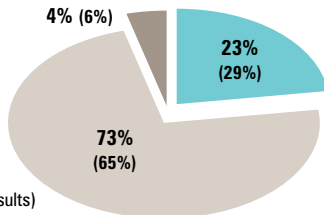
2025 was considerably worse than our survey results predicted, with 41 percent of respondents saying rates had decreased compared to predictions of only three percent! 2024 was similarly optimistic, with 45 percent thinking rates would increase - this turned out to be just 19 percent last year. 2026 predictions are reasonably optimistic, with 39 percent anticipating an increase. Worryingly, there are six percent that think rates will get worse. One respondent also mentioned contractors purchasing their own cranes, while another says: 'There are too many no asset contract lifting companies in operation!'

Crane fleet size

Crane fleet sizes over the past 12 months have:



Crane fleet sizes over the next 12 months will:



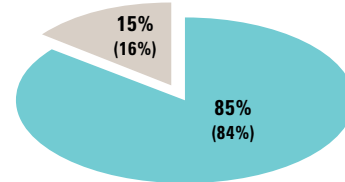
(2024 results)

Decreased Stayed the same Increased

The size of crane fleets are better than last year's predictions, with 38 percent of fleets growing, compared to 29 percent the year before. Looking forward, the majority expect fleet numbers to remain the same, with almost a quarter expecting further growth. Very few expect fleet numbers to go lower.



What percentage of your operators are employed or freelance?



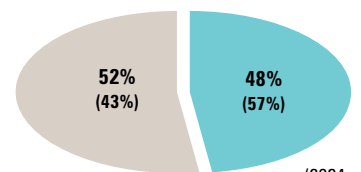
(2024 results)

This year's result is very similar to last year, with the vast majority of hard to find operators - 85 percent - being locked in and employed.

Employed Freelance

Would you recommend the crane hire industry to your children?

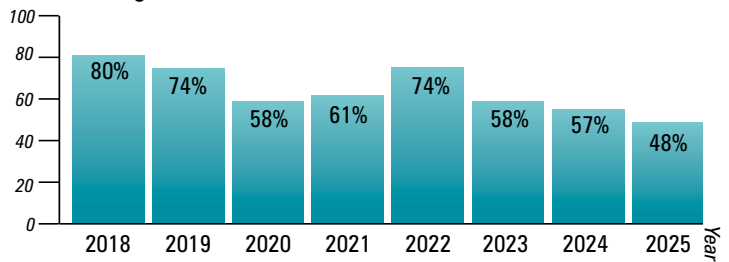
The optimism of last year has evaporated, with less than half (48%) of those who responded saying they would recommend the crane industry to their children. Significantly, this is the lowest number since a high of 88 percent in 2017.



(2024 results)

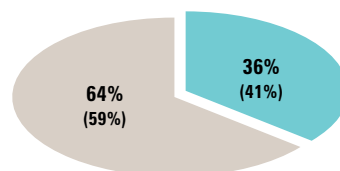
Yes No

Yes Long term trend



What percentage of your jobs are contract lifts?

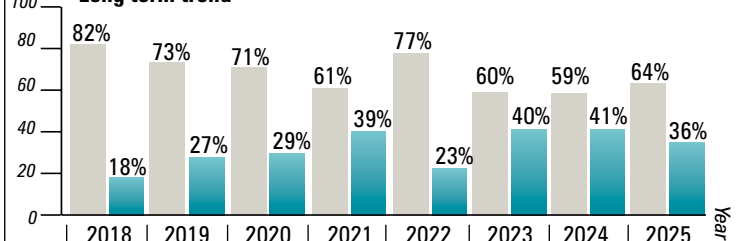
This year, there has been a five percent shift away from contract lifts with 64 percent of jobs now pure crane hire. The change is possibly due to a higher number of smaller companies responding.



(2024 results)

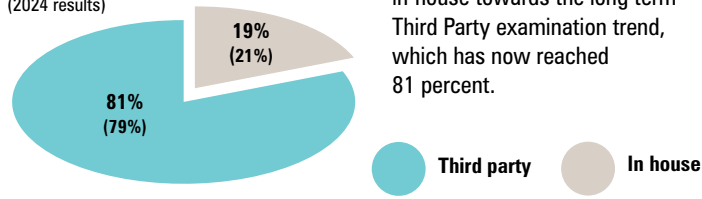
Contract lifts Pure crane hire

Long term trend



Who does your LOLER Thorough Examinations?

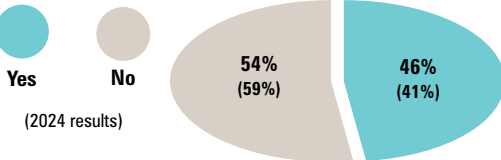
(2024 results)



A two percent swing away from in-house towards the long term Third Party examination trend, which has now reached 81 percent.



Do you employ any female crane operators?



The percentage of companies employing female operators is now approaching the 50/50 point at 46 percent up from 41 percent last year. How many female operators each company employs is another matter... and if we were to exclude tower cranes, it might be lower?

Average fleet age in years

Average	Lowest	Highest
6 (5.75)	3 (2)	18 (12)

(2024 results)

The average age at six years is slightly higher than a year ago. The lowest has increased from two to three years, while the highest is an outlier at 18 years! Perhaps time for some investment?



CRANE RENTAL RATES

From last year rates have gone ▲ up ▼ down — same ND no data

All terrains or truck cranes (operated)

Daily Rate in £

Crane Size	Average	Lowest	Highest	Ideal
Under 30 tonnes	694 ▲	600 ▲	900 ▲	778 ▼
30 to 45 tonnes	657 ▼	570 ▼	825 ▼	845 ▼
50 to 75 tonnes	799 ▼	700 —	975 ▼	998 ▼
76 to 100 tonnes	1,111 ▼	860 ▼	1,500 —	1,373 ▼
110 to 130 tonnes	1,454 ▼	1,165 ▼	2,100 ▲	1,658 ▼
140 to 170 tonnes	1,850 ▼	1,550 ▼	2,700 ▼	2,393 ▼
180 to 210 tonnes	2,159 ▼	1,900 ▼	3,000 ▼	2,754 ▼
220 to 280 tonnes	3,026 ▼	2,400 ▼	4,400 —	3,654 ▼
290 to 400 tonnes	3,980 ▼	3,000 ▼	6,000 ▼	5,329 ▼
410 to 550 tonnes	4,279 ▼	3,500 ▼	8,500 ▼	8,730 ▼
560 to 650 tonnes *	6,422 ND	5,450 ND	15,000 ND	14,050 ND
Over 650 tonnes *	4,227 ND	0 ND	7,000 ND	16,617 ND
Mobile Self Erecting Tower crane (2/3 axles)	800 ▼	700 ▼	1,600 ▼	1,600 ▼
Mobile Self Erecting Tower (4/5 axles)	1,614 ▼	1,250 ▼	2,500 —	2,000 ▼
Mobile Self Erecting Tower (6 axles +)	1,985 ▼	1,600 ▼	2,750 ▼	2,643 ▲

Lattice crawler cranes (operated)

Weekly Rate in £

Crane Size	Average	Lowest	Highest	Ideal
Up to 80 tonnes	2,517 ▼	1,650 ▼	3,000 ▼	3,750 ▲
85 to 110 tonnes	3,275 ▲	2,500 ▲	4,000 ▼	5,125 ▲
115 to 160 tonnes	4,500 ▼	4,500 ▲	4,500 ▼	5,750 —
170 to 260 tonnes	5,500 ▼	5,500 ▼	5,500 ▼	7,250 ▲
270 to 350 tonnes	7,500 ▲	7,000 ▲	8,000 —	9,000 ▲
360 to 590 tonnes *	31,500 ND	31,500 ND	31,500 ND	33,000 ND
600 to 800 tonnes *	44,000 ND	44,000 ND	44,000 ND	50,000 ND

* New category

Telescopic crawler cranes (operated)

Weekly Rate in £

Crane Size	Average	Lowest	Highest	Ideal
20 to 75 tonnes	3,058 ▼	2,150 ▼	3,500 ▼	4,392 ▲
80 to 120 tonnes	4,303 ▼	3,625 ▼	5,000 ▼	6,065 ▲
125 to 160 tonnes	5,063 ▼	4,000 ▼	5,500 ▼	7,500 ▲
170 to 260 tonnes	5,800 ▼	4,850 ▼	5,600 ▲	7,900 ▲

Flat tops and saddle jibs

weekly rate in £

Crane Size	Average	Lowest	Highest	Ideal
Less than 70t/m	700 ▲	600 —	800 —	925 ▲
120t/m	900 ▼	700 ▼	1,250 ▲	1,083 ▼
200t/m	1,300 ▲	1,000 ▲	1,700 ▼	1,733 ▲
300t/m	2,167 ▲	1,600 ▲	2,500 ▼	2,700 ▲

Luffers

weekly rate in £

Crane Size	Average	Lowest	Highest	Ideal
Less than 70t/m	1,350 ▲	1,000 ▼	1,700 —	1,550 ▼
100t/m	1,400 ▲	1,100 ▲	1,700 ▼	1,700 ▲
180t/m	1,817 ▲	1,500 ▲	2,350 —	2,200 ▲
300t/m	2,817 ▲	2,500 ▲	3,200 ▲	3,367 ▲

Self-erectors weekly rate in £

Crane Size	Average	Lowest	Highest	Ideal
Self-erectors	767 ▲	700 ▲	850 ▼	875 ▼

Pick & carry cranes weekly rate in £

Crane Size	Average	Lowest	Highest	Ideal
Under 3 tonnes	500 ▼	500 –	500 ▼	900 ▲
3 to 6 tonnes	950 ▼	750 ▼	1,100 ▼	1,206 ▲
6.5 to 10 tonnes	1,225 ▼	1,200 ▲	1,250 ▼	1,400 ▲
Over 10 tonnes	1,650 ▼	1,500 ▼	1,800 ▼	1,268 ▲

Mini crawler cranes weekly rate in £

Crane Size	Average	Lowest	Highest	Ideal
Up to 12 tonnes	2,075 ▲	800 ▼	3,500 ▲	2,383 ▲

Spider cranes weekly rate in £

Crane Size	Average	Lowest	Highest	Ideal
Up to 1 tonne	550 ▲	410 ▲	900 ▲	565 ▲
2 to 5 tonnes	658 ▼	380 ▼	1,000 ▼	885 ▲
Over 5 tonnes	1,500 ▼	1,000 ▲	2,000 ▼	1,967 ▲

UTILISATION

All terrains or truck cranes (operated)

Crane Size	Average	Lowest	Highest	Trend
Under 30 tonnes	81%	40%	100%	–
30 to 45 tonnes	82%	58%	100%	▲
50 to 75 tonnes	83%	65%	100%	▲
76 to 100 tonnes	83%	62%	100%	▲
110 to 130 tonnes	83%	70%	100%	▲
140 to 170 tonnes	86%	73%	100%	▲
180 to 210 tonnes	73%	61%	100%	–
220 to 280 tonnes	84%	69%	100%	▲
290 to 400 tonnes	78%	69%	100%	▼
410 to 550 tonnes	83%	68%	100%	▲
560 to 650 tonnes *	86%	71%	100%	ND
Over 650 tonnes *	94%	88%	100%	ND
Mobile Self Erecting Tower crane (2/3 axles)	80%	80%	80%	▲
Mobile Self Erecting Tower (4/5 axles)	79%	65%	100%	▲
Mobile Self Erecting Tower (6 axles +)	76%	70%	80%	▼

Lattice crawler cranes (operated)

Crane Size	Average	Lowest	Highest	Trend
Up to 80 tonnes	70%	40%	90%	▼
85 to 110 tonnes	70%	30%	90%	▼
115 to 160 tonnes	85%	80%	90%	▼
170 to 260 tonnes	95%	90%	100%	▼
270 to 350 tonnes	100%	100%	100%	–



Telescopic crawler cranes (operated)

Crane Size	Average	Lowest	Highest	Trend
20 to 75 tonnes	76%	70%	90%	▼
80 to 120 tonnes	79%	50%	100%	▼
125 to 160 tonnes	71%	25%	100%	▼
170 to 260 tonnes	ND	ND	ND	

Flat tops and saddle jibs

Crane Size	Average	Lowest	Highest	Trend
Less than 70t/m	50%	48%	55%	–
120t/m	70%	70%	70%	▼
200t/m	75%	75%	75%	▼
300t/m	70%	70%	70%	▲

Luffers

Crane Size	Average	Lowest	Highest	Trend
Less than 70t/m	88%	82%	93%	▼
100t/m	85%	80%	90%	▲
180t/m	85%	85%	85%	▲
300t/m	90%	90%	90%	▲

Self-erectors

Crane Size	Average	Lowest	Highest	Trend
Self-erectors	60%	50%	70%	–

Pick & carry cranes

Crane Size	Average	Lowest	Highest	Trend
Under 3 tonnes	45%	38%	53%	▲
3 to 6 tonnes	60%	60%	60%	▲
6.5 to 10 tonnes	65%	65%	65%	▲
Over 10 tonnes	55%	50%	58%	▲

Mini crawler cranes

Crane Size	Average	Lowest	Highest	Trend
Up to 12 tonnes	55%	50%	60%	▲

Spider cranes

Crane Size	Average	Lowest	Highest	Trend
Up to 1 tonne	80%	80%	80%	▲
2 to 5 tonnes	65%	50%	80%	▲
Over 5 tonnes	50%	50%	50%	▲

CRANE RESPONDENTS' COMMENTS

While some companies were reticent to provide raw data, they were certainly forthcoming when it came to comments. Here are just a few of them:

Supply and demand is a critical factor of market rate fluctuations, levels of utilisation have dropped since 2024 forcing pricing desperation at times. This has been a common theme through market downturns over many cycles. The UK market will hopefully improve from Q3 2026 onwards, although lots of underlying factors will no doubt have an influence on this.

I feel that there is a lot of low utilised equipment available and the pressure to send out at any cost is increasing, in areas/regions not normally considered, with no business/financial consideration as to the cost incurred to provide such service.

Rates are not good enough and, in times of a slowdown, too many competitors are prepared to undercut rates to get their cranes out.

The lack of demand has driven rental rates down due to everyone competing for the same projects. Contractors realise this fact also and are pitching suppliers against each other to bag the best price

Due to contractors purchasing their own cranes and the industry slow down requirements have become less. With more availability in the market some rental companies are lowering rates to secure work which in turn makes the market extremely uncertain.

The market has struggled this year, mainly in part to a government that has been very slow in sorting out the planning department delaying in excess of 250k applications. In turn the number of contract lift companies and smaller crane companies have reduced their hire rates to keep utilisation up as opposed to margins.

Contract lift rates have increased by 25 percent over the previous two years and we have seen the amount of contract lift work still increase year on year as main contractors are increasingly moving towards a fully insured lift rather than the site take on the responsibility themselves. Any crane works requiring a full turn key package including road closures and additional transport for roof plant delivery etc are getting a much higher premium without any negative feedback on the cost. Standard machine only CPA Hire rates however have not increased and we have seen a push back from customers where we have increased the rigging fees on machines requiring additional ballast as some of these additional costs for transport on the older CPA rates would not cover transport if we were to hire this in externally. We still seem to find that our competitors are short changing themselves when it comes to the costs involved in moving additional ballast on heavy transport and trailers.

The market is quiet so the usual competition will always do what they have to do to get their machines out, but this damages the market and with machine and other costs so high now it is just not sustainable. 2026 is likely to be very challenging too.

The traction we made in previous years in moving rental rates to a sustainable level has slowed significantly and rate increases have barely been able to keep up with inflation. This has been more noticeable with lower capacity cranes where there are more cranes than demand. Rates for larger cranes have mostly increased but then the demand for these cranes has been sporadic and inconsistent. Delayed project starts and general lethargy in the market has resulted in lower utilisation levels. Overall a poor year in 2025 that has delayed the purchase of new cranes until the market picks up. The outlook for 2026 looks more positive but when it actually starts to improve is another matter altogether.

You can lose a tender over the smallest amount

Very poor and running costs are increasing all the time

Rates are very poor and running costs keep rising.

Rates are too low

Volatile

They remain low.



Challenging market therefore pricing is competitive, however generally OK overall.

Work was quiet this year, it allows companies fight for the work that was there and have dropped the rates.

Too many no asset contract lifting companies in operation without any substance.

Market is fairly slow at moment and is very HS2 heavy. Rates have decreased in last 12 months as the worked has dropped off from HS2.

Tower crane rental at the moment is not worth doing. Wheelbarrows would see a better return

Competition is high due to the number of jobs stuck in BSR. Lots of cranes on the floor meaning greater competition

As normal if you provide a high level of service with very experienced trained staff consistently then many customers are understanding of a rate increase in line with the current increase in costs, the market has retracted a little but with an appropriate profit margin built into the rate the lower level of utilisation is manageable. Costs have been increased by the 'Embargo' situation particularly around the Midlands region, this seems to be altering the decisions when purchasing new equipment, the All Terrain losing out to the Truck Crane alternative by some degree, over time this should increase rates for the more specialised All Terrain machines.

We have observed a continued decline in tower crane hire rates for another consecutive year. Over the past 12 - 24 months, this reduction has been gradual across our lower-capacity cranes, which is understandable given the highly competitive small crane market. However, in the last 12 months, we have experienced a significant decrease in hire rates for higher-capacity cranes. This trend is primarily driven by competitors aggressively reducing prices in an effort to secure additional work.

It has been an OK year where the rates have held up; not got worse, not got better. Expect similar in 2026.



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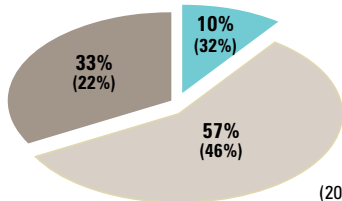
Limits are easier to overcome when we join forces. Our combined expert knowledge is key. And when your challenges become our challenges and our solutions become your solutions, results are propelled to a whole other level. A level of excellence. We master your gravity challenges.

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POWERED ACCESS RATES

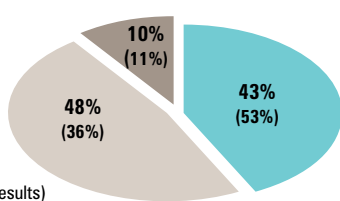
Rate trends

Access rates over the past 12 months have:



Decreased Stayed the same Increased

Access rates during the next 12 months will:

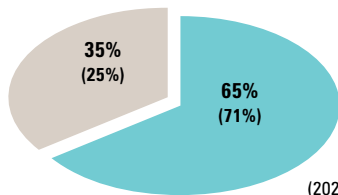


(2024 results)

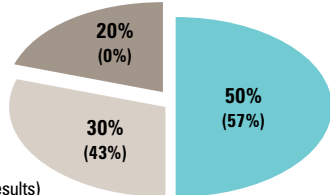
Predictions for 2025 and the eventual reality differed significantly, with more than half of access respondents expecting rates would improve at the start of the year, while only 10 percent reported any increases. This year, 42 percent expect rates to improve during 2026, while 48 percent think they will remain the same. Only 10 percent believe that they will decline further. The general consensus is that rates are now way too low and need to rise!

Fleet trends

Fleet sizes over the past 12 months have:



Fleet sizes over the next 12 months will:



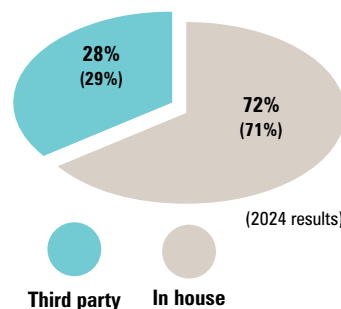
(2024 results)

Over the past 12 months, almost 65 percent of companies have expanded their fleets, not one of them reported making any cutbacks. This is very close to the forecasts they made at the start of the year. Looking at this year, half of those who responded are looking at further fleet expansion. However, one in five are planning to reduce the number of units in their fleets.



Who does your LOLER Thorough Examinations?

This year saw a one percent move towards in-house inspections at 72 percent, while 28 percent use third party examinations.

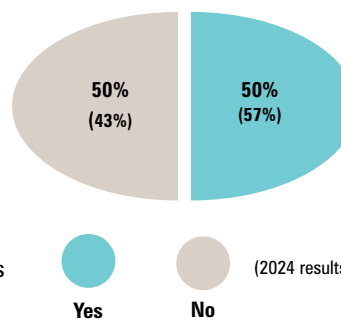


(2024 results)

Third party In house

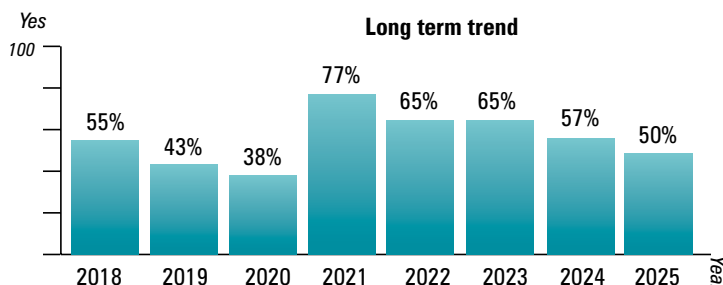
Would you recommend the access industry to your children?

The equal 50:50 split reflects a pessimistic mood among access rental companies at the moment. This follows a steady downward trend from 77 percent keen to recommend the industry to their children in 2021 it dipped to an all-time low of 38 percent in 2020.



(2024 results)

Yes No



Average fleet age in years

Average	Lowest	Highest
5 (4.4)	2 (2)	7(7)

(2024 results)

The average age of the aerial lifts in respondents' rental fleets increased from 4.4 years 12 months ago to five years at the end of 2025, up from four years in 2023. The lowest and the highest average ages remained the same.

WEEKLY RENTAL RATES BY GENERAL CATEGORY

From last year rates have gone
 ▲ up ▼ down — same ND no data

Electric scissors weekly rate in £

Platform Height	Average	Lowest	Highest	Trend
Under 20ft (7.8m)	67%	41%	79%	▼
20ft (8m)	66%	55%	79%	▲
26ft (10m)	70%	60%	80%	▼
28-35ft (12m)	66%	55%	70%	▲
36-48ft (13-16.5m)	63%	49%	75%	▼
49-59ft (16.6-19.5m)	60%	40%	80%	▼
60-80ft (20-26m)	64%	5%	100%	▼
Over 80ft (27m)	100%	100%	100%	▲

Diesel scissors weekly rate in £

Platform Height	Average	Lowest	Highest	Trend
Under 40ft (14m) (Compact RT)	54%	0%	90%	▼
32-44ft (12-15m) (Full size RT)	51%	0%	80%	▼
50-65ft (17-22m)	57%	38%	65%	▲
66-80ft (22-26m)	78%	60%	90%	▲
81-95ft (26-30m)	85%	70%	100%	▲
Over 96ft (30m)	87%	60%	100%	▲

Electric articulated boom lifts weekly rate in £

Platform Height	Average	Lowest	Highest	Trend
Under 36ft (13m) Industrial	68%	46%	95%	▼
Under 38ft (14.5m) Nifty HR12/ Snorkel AB38	66%	46%	81%	▼
38-55ft (14-18m) (Genie 45/52ft)	67%	43%	80%	▼
56-70ft (18-23m)	69%	42%	92%	▼
Over 71ft (23m)	78%	60%	94%	▲

Diesel/RT articulated booms weekly rate in £

Platform Height	Average	Lowest	Highest	Trend
Under 53ft (16m)	61%	40%	80%	▼
56-68ft (17-23m)	57%	34%	80%	▼
69-89ft (23-29m)	58%	40%	80%	▼
90-140ft (30-44m)	47%	37%	75%	▼
Over 145ft (45m)	54%	47%	68%	▼



Straight booms weekly rate in £

Platform Height	Average	Lowest	Highest	Ideal
Under 48ft (16m)	426 ▲	254 ▲	575 ▲	555 ▲
49-70ft (17-23m)	402 ▲	275 ▼	550 ▲	542 ▲
71-90ft (23-29m)	651 ▲	509 ▼	750 ▼	755 ▲
91-140ft (29-44m)	1,325 ▲	1,200 ▲	1,450 ▼	1,650 ▲
141-160ft (45-50m)	1,620 ▲	1,290 ▲	2,100 ▲	1,800 ▲
Over 160ft (50m)	2,530 ▲	2,170 ▲	2,570 ▲	2,650 ▲

Spider lifts weekly rate in £

Platform Height	Average	Lowest	Highest	Ideal
Up to 15 metres	601 ▲	420 —	1,196 ▲	618 ▲
16 - 20 metres	874 ▲	650 ▲	1,100 ▼	962 ▲
21 - 27 metres	1,119 ▼	950 ▲	1,250 ▼	1,310 ▼
28 - 30 metres	925 ▼	1,300 ▲	1,850 ▼	1,075 ▼
31 - 34 metres	2,000 ▼	1,800 ▼	2,200 ▲	2,300 ▲
35 - 42 metres	2,650 ▲	2,100 ▼	2,900 ▲	3,300 ▼
Over 42 metres *	2,800 ND	2,550 ND	3,500 ND	3,900 ND

*New category

Van mounts weekly rate in £

Platform Height	Average	Lowest	Highest	Ideal
10 - 12 metres	480 ▼	480 ▲	480 ▼	460 ▲
13 - 14 metres	462 ▼	395 ▲	528 ▼	495 ▼
Over 15 metres	600 ▼	535 ▲	880 ▲	700 ▲

Truck mounts daily rate in £

Platform Height	Average	Lowest	Highest	Ideal
Under 18m 3.5t Self-Drive	279 ▼	180 ▲	396 ▼	260 ▼
19-25m 3.5t Self-Drive	462 ▼	250 ▲	736 ▼	413 ▲
22-35m with operator	692 ▼	490 ▼	948 ▼	867 ▲
36-49m with operator	762 ▼	685 ▼	850 ▼	1,050 ▲
50-65m with operator	1,400 ▲	1,400 ▲	1,400 ▲	1,625 ▲
66-75m with operator	2,000 ▲	1,900 ▲	2,350 ▲	2,400 ▲
Over 76m with operator	2,565 ND	2,410 ND	2,800 ND	2,750 ND



RENTAL RATE SURVEY

Mast booms weekly rate in £

Platform Height	Average	Lowest	Highest	Ideal
8 metres	131 ▲	70 ▼	190 ▲	145 ▼
10 - 11 metres	246 ▲	210 ▲	318 ▲	281 ▲
Over 12 metres	210 ▼	175 ▼	324 ▼	330 ▼

Push arounds weekly rate in £

Platform Height	Average	Lowest	Highest	Ideal
Push Around (Pop Up/ Power Towers)	52 ▼	35 ▲	85 ▼	70 ▼
Portable (AWP/UL)	163 ▼	155 ▼	350 ▼	268 ▼

Trailer lifts weekly rate in £

Platform Height	Average	Lowest	Highest	Ideal
Up to 13 metres	343 ▲	320 ▲	359 ▲	385 ▲
14 - 19 metres	415 ▲	380 ▲	450 –	465 ▲
Over 20 metres *	530 ND	365 ND	600 ND	580 ND

*New category

UTILISATION

Electric scissors

Platform Height	Average	Lowest	Highest	Trend
Under 20ft (7.8m)	67%	41%	79%	▼
20ft (8m)	66%	55%	79%	▲
26ft (10m)	70%	60%	80%	▼
28-35ft (12m)	66%	55%	70%	▲
36-48ft (13-16.5m)	63%	49%	75%	▼
49-59ft (16.6-19.5m)	60%	40%	80%	▼
60-80ft (20-26m)	64%	5%	100%	▼
Over 80ft (27m)	100%	100%	100%	▲

Diesel scissors

Platform Height	Average	Lowest	Highest	Trend
Under 40ft (14m) (Compact RT)	54%	32%	90%	▼
32-44ft (12-15m) (Full size RT)	51%	34%	80%	▼
50-65ft (17-22m)	57%	38%	65%	▲
66-80ft (22-26m)	78%	60%	90%	▲
81-95ft (26-30m)	85%	70%	100%	▲
Over 96ft (30m)	87%	60%	100%	▲

Electric articulated boom lifts

Platform Height	Average	Lowest	Highest	Trend
Under 36ft (13m) Industrial	68%	46%	95%	▼
Under 38ft (14.5m) Nifty HR12/ Snorkel AB38	66%	46%	81%	▼
38-55ft (14-18m) (Genie 45/52ft)	67%	43%	80%	▼
56-70ft (18-23m)	69%	42%	92%	▼
Over 71ft (23m)	78%	60%	94%	▲



Diesel/RT articulated booms

Platform Height	Average	Lowest	Highest	Trend
Under 53ft (16m)	61%	40%	80%	▼
56-68ft (17-23m)	57%	34%	80%	▼
69-89ft (23-29m)	58%	40%	80%	▼
90-140ft (30-44m)	47%	37%	75%	▼
Over 145ft (45m)	54%	47%	68%	▼

Straight booms

Platform Height	Average	Lowest	Highest	Trend
Under 48ft (16m)	60%	50%	70%	▼
49-70ft (17-23m)	74%	60%	90%	▼
71-90ft (23-29m)	65%	65%	65%	▼
91-140ft (29-44m)	60%	50%	70%	▼
141-160ft (45-50m)	61%	52%	78%	▼
Over 160ft (50m)	69%	54%	80%	▼

Spider lifts

Platform Height	Average	Lowest	Highest	Trend
Up to 15 metres	48%	23%	70%	▼
16 - 20 metres	64%	35%	100%	▲
21 - 27 metres	66%	40%	100%	▲
28 - 30 metres	52%	22%	89%	▲
31 - 34 metres	61%	42%	80%	▲
35 - 42 metres	45%	35%	55%	▼
Over 42 metres *	65%	47%	77%	ND

*New category

Van mounts

Platform Height	Average	Lowest	Highest	Trend
10 - 12 metres	78%	65%	85%	▲
13 - 14 metres	70%	70%	70%	▲
Over 15 metres	73%	66%	77%	▲

Truck mounts

Platform Height	Average	Lowest	Highest	Trend
Under 18m 3.5t Self-Drive	95%	95%	95%	▲
19-25m 3.5t Self-Drive	86%	80%	92%	▲
22-35m with operator	91%	85%	97%	▲
36-49m with operator	85%	80%	90%	▲
50-65m with operator	84%	70%	98%	▲
66-75m with operator	70%	60%	85%	▲
Over 76m with operator	75%	68%	90%	▲

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Mast booms

Platform Height	Average	Lowest	Highest	Trend
8 metres	37%	28%	54%	▼
10 - 11 metres	67%	45%	81%	▼
Over 12 metres	58%	41%	95%	▼

Push arounds

Platform Height	Average	Lowest	Highest	Trend
Push Around (Pop Up/ Power Towers)	69%	38%	95%	▲
Portable (AWP/UL)	49%	33%	80%	▲

Trailer lifts

Platform Height	Average	Lowest	Highest	Trend
Up to 13 metres	32%	23%	45%	▼
14 - 19 metres	40%	34%	45%	▼



ACCESS RESPONDENTS' COMMENTS

Hire rates continue to be challenging, too many hire companies and machines in the market.

Rates will likely be somewhere between where they are now and possibly lower as hirers desperately chase business in an extremely depressed market with some fighting for their very survival. Poor quality sales people in conjunction with managers simply seeking to move metal or empty yards will increasingly succumb to customers who will inevitably exercise their power in a 'buyers' market' as well as demanding ever more additional security and safety features that they will steadfastly not expect to pay for

All the dinosaurs will complain about rates. They need to adapt to survive, or get left behind.

It's tough! but good service, good operators and well maintained and clean machines pays off

They need to go up overall

Rental rates have been a problem for nearly as long as I can remember. The rental rates issue is down to oversupply, which started in the late 1990's. Oversupply was caused, firstly, by unrealistic and over optimistic buying by business owners and managers. Supply exceeded demand, leading to rental rates dropping by 40% over 1998/9. The second reason is connected to the first. Irresponsible fleet expansion has been exacerbated by terrible salesmanship and ineffective sales management which puts more emphasis on utilisation than return on investment.

Hire rates like been for years far too low. Too many companies under cutting to win work and driving the rates down, while the price for equipment has increased but rates haven't. Now contractors want all these new safety devices on machines which also cost more to buy but want machine for next to nothing.

Continued pressure on rates as a result of lower utilisation. Depressed overall construction sector, growth in mega projects and infrastructure

Kit standing so rates get hit to try and move equipment

For some machines suicidal. Too many in the business for the wrong reasons and too many contractors just go low bid even though crap service service or support can cost them far more than the cost of hire

Rates are still very fragile and certain competitors will stop drop their pants if the utilisation is low on certain products!

While rates have been fairly stable over the year as a whole despite all the uncertainty, the numbers hide a troubling factor. A number of major sites are demanding extra kit and in some cases, especially around London, insisting on specific solutions to things like secondary guarding, the cost of which can add as more than 10% to the cost of a platform - but will they refuse to pay any extra for it? If you were to buy the attachment for retrofitting, say 25 small scissors for a big site, it can easily cost £25k, which cannot be financed, so it has to come out of cash flow!! This is like a 10 to 20% drop in rates - but the headline numbers don't show that.

Not great, doesn't reflect increased purchase costs

Unfortunately, we are seeing reckless decisions to win orders. We are walking away from high-volume hires due to rates by some nationals and independents being unsustainable. It makes us question if companies have pricing structures and if they do, why are they not being followed?

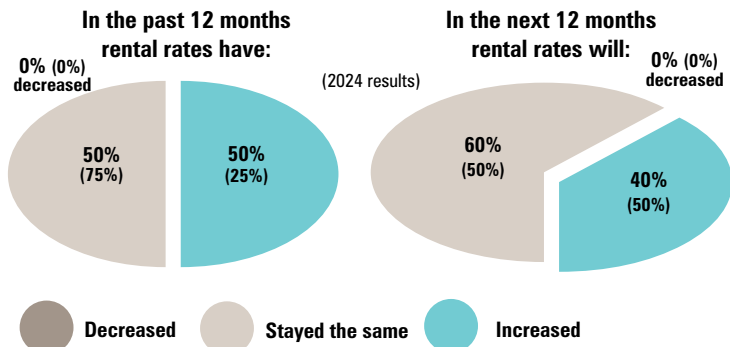
They should increase because they are too cheap

Some companies will hire out the machines out for silly rates

Still too many nationals giving away £20 notes for a tenner!

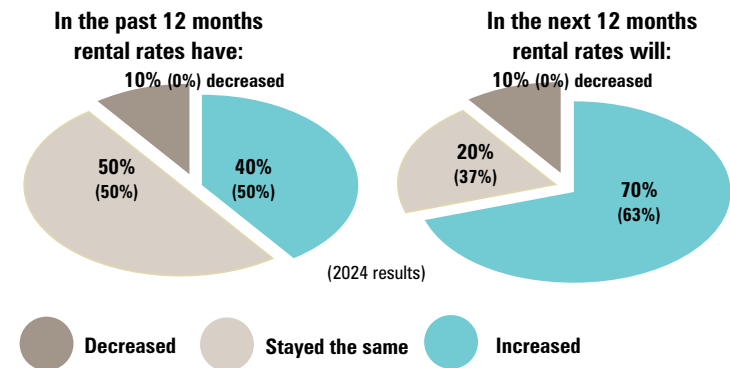
TELESCOPIC HANDLER RENTAL RATES

Rate trends



The rental rate predictions from our respondents 12 months ago appear to have been 'spot on'. Half said they would increase, while half thought they would remain the same, which is pretty consistent with what they say happened. If this quality of forecasting is maintained then 40 percent should see rates rise in 2026, while no one expects rates to decline this year.

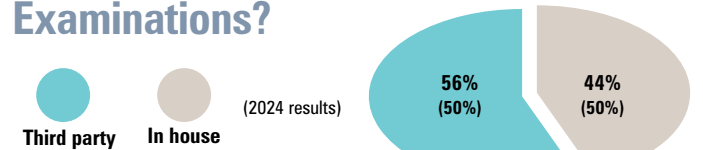
Fleet size



Almost two thirds of those who responded last year expected to expand their fleets during 2025, at the end of the year, only 40 percent reported actually doing so. This year, 70 percent of companies are planning to expand their fleets, but surprising one in 10 are looking at shrinking them a little, while the others will simply maintain them at current levels.

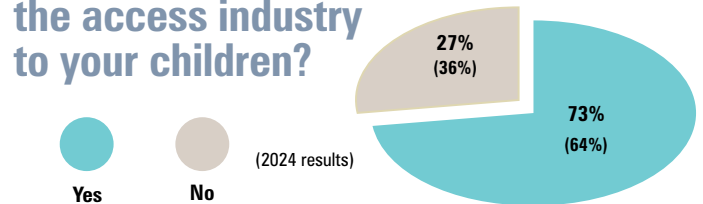


Who does your LOLER Thorough Examinations?



In 2025, there was a six percent swing towards third party examinations, with 56 percent of companies now choosing this over in house inspections and sign offs.

Would you recommend the access industry to your children?



There has been a 9 percent swing towards recommending the industry to their children. A very positive result compared to the access and crane sectors.

Average fleet age in years

Average	Lowest	Highest
3.9 (3.8)	1.5 (1)	8 (7)

(2024 results)

The average age of respondents' telehandler fleets increased slightly from 3.8 to 3.9 years. The youngest telehandler fleet reported had an average age of 1.5 years, while the highest is now eight years.

What other products do you provide?

What other products do you provide?	
Cranes	0% (9%)
Access	70% (37%)
General equipment	20% (46%)
Tools	30% (9%)
Others	10% (18%)

(2024 results)

These figures vary quite considerably from one year to another - probably due to a different mix of respondents, or simply the number responding. While few, if any, telehandler companies offer cranes, a good few combine them with aerial work platforms - 70 percent in fact. After that, it is tools and other general equipment, such as excavators and dumpers.



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GT LIFTING

Fixed frame weekly rate in £

Platform Height	Average	Lowest	Highest	Ideal
Under 5 metres (Sub Compact)	259 ▲	220 ▲	300 ▲	325 ▲
5 to 7 metres (Compact)	281 ▼	230 –	350 ▼	334 ▲
8 to 10 metres	309 ▲	260 ▲	425 ▼	409 ▲
11 to 15 metres	366 ▼	280 ▼	550 ▼	447 ▲
16 to 18 metres	507 ▲	400 ▲	656 ▲	505 ▲
Over 18 metres	502 ▼	440 ▼	565 ▼	543 ▼

360 degree weekly rate in £

Platform Height	Average	Lowest	Highest	Ideal
Under 20 metres	950 ▼	900 ▼	1,000 –	1,075 ▲
20 to 26 metres	1,250 ▲	1,250 ▲	1,250 ▼	1,270 ▼
27 to 35 metres	1,500 ▼	1,500 ▲	1,500 ▼	1,550 ▲
Over 35 metres	3,275 ▲	2,700 ▼	3,600 ▲	3,500 ▲

Heavy duty - high capacity weekly rate in £

Platform Height	Average	Lowest	Highest	Ideal
6 to 8 tonnes	700 ▲	680 ▲	700 ▼	720 ▼
9 to 12 tonnes	1,050 ▼	1,050 ▲	1,050 ▼	1,100 ▼
14 to 20 tonnes	1,650 ▼	1,275 ▼	1,900 ▼	2,300 ▲



UTILISATION Fixed frame

Platform Height	Average	Lowest	Highest	Trend
Under 5 metres (Sub Compact)	61%	46%	80%	▼
5 to 7 metres (Compact)	59%	38%	80%	▼
8 to 10 metres	70%	45%	90%	▼
11 to 13 metres	71%	45%	90%	▼
16 to 18 metres	63%	50%	70%	▼
Over 18 metres	70%	70%	70%	▼

360 degree

Platform Height	Average	Lowest	Highest	Trend
Under 20 metres	75%	60%	80%	▼
20 to 26 metres	60%	55%	66%	▼
27 to 35 metres	58%	45%	65%	▼
Over 35 metres	59%	47%	72%	▼

Heavy duty - high capacity

Platform Height	Average	Lowest	Highest	Trend
6 to 8 tonnes	58%	48%	65%	▼
9 to 12 tonnes	65%	60%	70%	▼
14 to 20 tonnes	68%	60%	75%	▼



RESPONDENTS' COMMENTS

Strange times, I have no idea what to expect this year but potential is positive

Hire rates are too low but its hard to get them up as too many others give them away

The hire rates are low but struggle to increase with the inflation as a lot of choice for supply

Tough!!

Too competitive - some of the newish companies just trying to get cash in and stave off creditors, thankfully some not making it

Yet again re hire companies are doing us no favours - the rates we are being compared to are shocking

Rates are constantly put under pressure by low hire rates that are unsustainable. Hire companies are currently competing to a lower level than has been seen for years meaning tighter profit margins, which leads to recruitment stalling due to financial pressure. Some hire companies have decided to reduce in size and strategy as we have seen recently. With property costs, utility costs and the cost of living increasing companies are having to make tough choices to remain in business with their people paying the price. Increasing rates is the only way forward however with so many national companies competing with unsustainable rates its hard to see things changing anytime soon.

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SIMILAR BUT TOTALLY DIFFERENT

Whatever the reason, many people still get confused between the increasingly popular mast boom and the self-propelled mast lift. Hopefully, we can not only clarify the differences but also outline the advantages of each, while also covering the latest product launches.

In a nutshell, the self-propelled mast lift does exactly the same thing as a micro scissor lift, using its extending vertical mast to raise and lower the platform in the same way as a scissor lift uses its folding scissor stack. Just like a scissor lift, it has no outreach apart from perhaps a small deck extension - for mast lifts, this may be up to 500mm.

For many years, mast lifts had a platform height of 12ft for 5.5 metres of working height - but in recent years this has increased to almost eight metres, covering around 90 percent of the applications for slab electric scissor lifts, at least in terms of working height. Its advantages compared to a small scissor lift is typically more compact dimensions - shorter - although some micro scissor lifts are now almost the same size and have the advantage of not having a mast taking up space in the platform. More importantly, mast lifts are usually lighter, which can be important for reaching upper floors via smaller passenger elevators/lifts. They usually also benefit from a lower step-in height.



The difference between the mast boom and mast lift can clearly be seen

The mast boom, on the other hand, is a totally different beast. The only thing it shares with a mast lift is the fact that it uses a telescopic vertical mast to raise the platform. Mast booms also have a jib which allows much more outreach - most models offer between two and four metres - while a few of the larger ones go much further. The other main difference is that the mast boom can slew up to 360 degrees. And while they are almost as compact in terms of overall length, they are of course, far heavier.

Larger models employ telescopic jibs for more outreach, such as JLG's T12E Plus which offers more than six metres of outreach and the Helix 1508a with eight metres. Working heights for the vast majority range from 7.5 to 11 metres, but again, there are one or two exceptions.



The JLG T12E has an outreach of more than five metres - the T12E Plus even more!



The massive outreach of the Helix 1508

So although the mast boom shares the same vertical mast technology with the mast lift, the mast boom has more in common with industrial zero tailswing boom lifts, which tend to start at the top end of the mast boom in terms of working height, typically around 11 metres and up, but also tend to be longer, wider and significantly heavier but provide more outreach of around six to seven metres and up. Being physically larger they often have a higher platform capacity but are also more expensive.

MAST BOOMS

We have covered the history of the mast boom in great detail in previous issues. The product emerged in the USA in the early 1990s but by 1995 the mast boom was very much a French product, after Daniel Duclos made it popular with his Delta Systemes Toucan, which was later acquired by Grove, to become a Grove/Manlift Toucan and then in 2004 by JLG.



A 2006 Lift-A-Lot Amr40-18 mast boom



A Manitou VJR100 mast boom



The MME30-RJ is essentially a MEC version of Dingli's AMWP11.5-8100

Yes the Toucan name has largely stayed the course, but has not become generic. Haulotte made its own version - the Star 10 - and Manitou followed suit sometime after. Today, there are around 15 mainstream manufacturers of mast booms. More recently, several Chinese manufacturers have joined the party, most notably Dingli, which took the ubiquitous 10 metre model to 11 metres, in the same overall package. It has managed to capture a sizeable slice of the market, while also spreading its adoption.

Having said that, the mast boom market is still relatively small in terms of the number of units shipped each year and the overall working population, especially compared to scissor lifts. But they have completely taken over the bottom end of the industrial boom lift market. And new manufacturers are still entering the sector. Around two years ago, Italian manufacturer Platform Basket decided to dip its toe in the water and launched the Heron 10 model on rubber tracks, rather than wheels. MEC Aerial Work Platforms also introduced its first model, the 11.2 metre MME30-RJ. MEC is, however, owned by Dingli and the new model is based on Dingli's mast boom.

MAST LIFTS - A PRODUCT FEW WERE ASKING FOR

The history of the mast lift has also been covered extensively by us in previous issues. It originated in Japan in the late 1970s and early 1980s with manufacturers such as Tadano and Aichi offering models with working heights of up to 5.5 metres as a more compact alternative to scissor lifts, driven by limited space in its major urban centres. The sector began to go international and eventually take off in the early 1990s when UpRight was asked by Japanese rental company Tokyo Rentals to produce a copy of Japanese models. It managed to squeeze a little more working height out of the concept, achieving a working height of 5.85 metres. When the senior buyer from Tokyo saw the prototype, he was upset - he wanted a copy! The unit was reengineered, and UpRight had to decide what to do with the original design, scrap it or try and commercialise it? Although it should have been a TM13, it was considered that giving it that name would completely eliminate the already tough challenge of marketing a new product that had little visible demand, and so the TM12 was born. Naturally, it struggled following its 1994 launch at the ARA - it was a platform no one outside

Today the TM12 is manufactured by Snorkel



A 2006 5.7 metre working height UpRight TM12

of Japan was asking for! But the breakthrough eventually came in Europe when Swedish rental companies took the new concept to their hearts. That provided some volume and confidence, as the concept spread across Northern Europe and eventually elsewhere. North America was a late adopter of the concept, and the TM12 has always struggled in the company's home market. When the market began to take off, companies such as Genie and JLG tried to take a slice of the market with self-propelled versions of their aluminium push-around/portable products but always struggled. In the end, JLG simply decided to copy the TM12, and the rest followed suit. The arrival of more blue chip manufacturers helped spread the word, and then a few companies, such as Skyjack, began introducing higher models, 5.5 or 5.8 metres was always slightly too low for some jobs. The 16ft models provide a working height of almost seven metres, from pretty much the same base and have significantly helped to expand the overall mast lift market. Today, most manufacturers have one or two models in the sector, with Chinese companies such as Dingli making an impact with electric drive, which is now the standard. Working



The 20ft Skyjack SJ20 E

heights have also moved up another step with 20ft models offering working heights of up to eight metres, while Haulotte introduced a rubber tracked mast lift, the Star 6C in 2020.

ZOOMLION'S NEW MASTS

Manufacturers are continually updating their ranges. Last month Chinese manufacturer Zoomlion launched three new self-propelled models with mast type platform elevation - two mast booms - the 10 metre ZMP08J and 11.2 metre ZMP09J - and the 20ft ZMP06G mast lift. All three feature AC direct drive electric motors and maintenance free batteries.

The ZMP08J is a typical 10 metre mast boom, featuring a five box section steel mast and three metres of outreach with the jib horizontal at an up & over height of 6.6 metres. Maximum platform capacity is



The Zoomlion ZMP08J mast boom

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- ⌚ Driveable at **full height**
- ⌚ **72V** Lithium-ion batteries



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EQUIPMENT

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200kg. The overall width is one metre, overall length when stowed 2.7 metres, overall height 1.99 metres and overall weight 2,670kg. An ultrasonic collision detector and entrapment safety bar are standard.

The 11.2 metre working height ZMP09J is pretty much the same machine as the 10 metre mast boom, but with an extra mast section to achieve the increased working height. It also has a slightly longer jib, giving an extra 230mm of outreach at 1.15 metres higher than the smaller model. It retains the same 200kg maximum platform capacity and is physically the same size, but is heavier at 2,990kg. Both units are rated for indoor and outdoor use, but with only one person when working outside.

The ZMP06G mast lift uses a flat profile five section aluminium mast for a working height of eight metres. It has a maximum platform capacity of 160kg in the 860mm long platform, which is equipped with a 500mm roll-out deck extension for a 1.36 metre by 760mm wide extended platform. The lift has an overall width of 800mm, an overall length of 1.45 metres, a stowed height of 1.99 metres and weighs 980kg.



The ZMP06G mast lift

RESIDENTIAL BRAVI

Italian low level platform manufacturer Bravi recently launched the 5.6ft Residential 170 self-propelled mast lift designed with residential type job sites in mind. The lift has a maximum working height of 3.7 metres and a maximum platform capacity of 180kg/one person in the 1.9 metre by 590mm platform.

The 170 has similar styling and build quality to the company's highly popular 4.9 metre working height Leonardo HD, but weighs 360kg rather than 560kg of the Leonardo, and offers both self-propelled and push around modes. The new model has an overall length of 1.15 metres, an overall width of 667mm and a stowed height of 1.75 metres, at which point it can be driven at its maximum speed of 3kph, or 0.6kph when elevated. The platform can also be equipped with Bravi's 'Solo-Gyps' attachment for drywall panel handling and installation.



The new Bravi Residential 170 with Solo-Gyps attachment installed



The new Bravi Residential 170 in action

The company said: "The Residential 170 is the first platform specifically designed for residential construction sites. Lightweight and easy to manoeuvre, it can support every phase of the job while ensuring safety, efficiency and comfort in any environment."

NEW SAFELIFT MODELS

About 18 months ago Swedish low level aerial lift specialist Safelift launched a new version of its five metre working height MA50 low level self-propelled mast type lift, the MA50-R. The company followed this last month with the new 'rental grade' MoveAround MA50-H. Until now, the company has focused on low level mast type platforms with working heights up to six metres aimed at the end user market. Its customer base includes blue chip companies such as ABB, IKEA, Saab, Sandvik and others, while also selling to rental company Cramo.



The new Safelift MA50-H in self-propelled mode

As with the original Swedish built MA50, the MA50-R has a working height of five metres, an overall width of 760mm and an overall length of 1.16 metres. The platform dimensions are also the same at 530mm by 760mm with a capacity of 180kg, it also features a low entry level and saloon style entry gate.

The MA50-R is different in that it features a retractable guardrail system that allows the user to reduce the platform dimensions to 530mm x 550mm in order to reach through 600mm by 600mm false ceiling openings.

The three section mast is extended using a single hydraulic cylinder, while power comes from two 12 volt, 75Ah maintenance free batteries. The MA50-R can be driven at full height, and when stowed it is possible to convert it to 'Push Around' mode with the simple turn of a lever, transforming it to a low level push around lift. The machine has overall weight of 331kg.

MOVEAROUND FOR RENTAL

The MoveAround MA50H is essentially a 'rental grade' version of the MA50-R self-propelled/push-around lift with the ability to easily switch between self-propelled and push-around modes.

The launch of the R and H versions of the MoveAround 50s coincides with the expansion of Safelift's manufacturing facility in Växjö, north east of Malmö in south central Sweden, which has added sufficient capacity to allow the company to be serious about volume sales to rental companies, while also being able to focus more seriously on sales beyond Scandinavia. The company says that at least 85 percent of the materials and components that make up the new platform are produced in the local area.

The new MA50H utilises a three section telescopic mast with a single hydraulic cylinder extension and internal cabling to the platform, providing a maximum platform capacity of 180kg. The machine has an overall width of 780mm with an overall length of just under 1.2 metres, and an overall stowed height of 1.81 metres. Total weight is 445kg.

It is also packed full of features, not always found on this type of product, including automatic active pothole protection, improved water resistance for cleaning - the company is working on its IP waterproofing certification - the ability to turn in its own length, all-round bumper pads, chassis top forklift pockets/lifting and tie down eyes, maintenance free batteries and onboard charger.





The MA50-H's three section mast provides a 10ft platform height 5m work height


Entry to the 540mm by 770mm platform is by a low integral step with a built in light, and full width saloon type spring loaded entrance gates. The platform has a rubber floor mat surface, while standard features include flashing warning lights, a protected joystick controller and mast top and side tool trays.


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ZMP06G

Work Height: 8m
Overall Height: 1.99m
Overall Width: 0.8m
Gross Weight: 980kg

ZMP04

Work Height: 5.82m
Overall Height: 1.72m
Gross Weight: 900kg

ZMP06

Work Height: 7.91m
Overall Height: 1.99m
Gross Weight: 1085kg

ZMP09J

Work Height: 11.2m
Horizontal Outreach: 3.23m
Overall Height: 1.99m

ZMP08J

Work Height: 10m
Horizontal Outreach: 3m
Overall Height: 1.99m

ZMP05

Work Height: 6.9m
Overall Height: 1.98m
Gross Weight: 950kg

ZOOMLION ACCESS reserves the right to make specifications and/or equipment changes without prior notification.

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The 400mm extension

LGMG DECK EXTENSION

Chinese manufacturer LGMG has added a 400mm deck extension option for its 12ft M0407TE mast lift. The model was initially unveiled at Bauma in 2022 and has a 5.78 metre working height and a maximum platform capacity of 230kg. The regular platform is 1.33 metres by 750mm, but the new option takes that to 1.73 metres with 133kg capacity on the extension. The overall stowed length is now 30mm longer at 1.39 metres, while the weight has increased 5kg to 840kg. The overall width remains at 760mm with a closed height 1.69 metres. The standard M0407TE will continue to be available.

TOUCAN STILL GOING AFTER ALL THESE YEARS

As mentioned earlier the JLG Toucan models can trace their roots back to the very start of



Smallest in the Toucan range, the 8.2 metre T8E

the commercial mast boom development when the model was made and distributed by Delta Systems in France. The company was purchased by Grove in 1998, with JLG buying it from Manitowoc as a going concern along with the original production facility in Tonneins, France in March 2004. JLG recognised it as the jewel in



The Toucan T10E

the crown of the Grove Manlift product line, the whole of which it acquired just before Bauma 2004. Today the range is extensive, including seven mast booms with working heights from 8.2 to 12.65 metres - the T8E, T8E-L, T8E-XL, T10E, T10E-L, T12E and T12E-Plus. The latest addition is the T8E-XL which has a larger double entry

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platform, compared to the standard T8E.

The Toucan base design remains largely unchanged since introduced in the early 1990s - well proven you might say - incorporating a heavy duty forklift style mast topped by an articulating jib. The T8E, T8E-XL and T10E standard models can accommodate two people in indoor and outdoor applications. The lighter T8E-L and T10E-L versions are suitable for two people indoors and one person outdoors. More specifically, the T8E-L weighs less than two tonnes and fits inside many passenger elevators. The T10E-L weighs less than three tonnes and can be conveniently transported with a 3.5 tonne capacity trailer.

Of the two largest models, the T12E has a two section telescopic jib and reaches a maximum working height of 11.83 metres, while the T12E-Plus features a three section jib and a maximum working height of 12.65 metres.

Toucan mast booms are now equipped with AC direct drive wheel motors and can be driven at full height. A high commonality of components helps simplify servicing and fleet management.

MAKING INROADS FROM A STANDING START

A relatively recent entrant to the aerial work platform market is Italian manufacturer Gromet, which introduced its first Axolift low level mast lifts in 2021. Based in Veneto in Northwest Italy the fabrication and metalworking business had produced components and fabrications for other companies for a good number of years but decided to enter the market in its own right, starting with a push around platform using a separate facility from its fabrication plant located on the other side of its hometown. A self-propelled mast lift - the 10ft Elift 3.0 - with a working height of 4.95 metres soon followed. It has an overall length of 1.23 metres, is 770mm wide and offers a maximum capacity of 180kg - one person and tools - and has a 4kph drive speed when stowed or 2kph when the platform is elevated. Overall weight is 380kg.



The Elift 3.0 was upgraded last year, the changes included improvements to the three section box section mast with low friction ball bearings replacing nylon wear pads, and a hydraulic oil collector in the base in case of any oil leaks. The control box was relocated to a better position and improved with a new, easier to use operator friendly joystick controller, while the electrical system has been refined and updated for improved performance and serviceability, with better protection for the drive motors. Finally, platform descent was changed to powered, rather than relying on gravity, and all powered machines now include AGM maintenance free batteries as standard.

LOCALLY MANUFACTURED

Having invested heavily over the years in the

latest laser cutting, bending and robot welding equipment, the company produces the vast majority of the machines in-house - a distinct advantage in the current world economic climate, when supply chains are compromised.

More recently the company has expanded and rejigged its product range and facilities, while stepping up the expansion of its distribution network, adding dealers in the Netherlands, the UK, Ireland and France - where in December it won its first order from France's largest rental company Kiloutou, along with Lithuania, Poland, Norway, Spain, and, more surprisingly, India, where it has longer term plans to manufacture locally in partnership with truck mounted lift manufacturer Gemini. ■

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THE HIDDEN MECHANICAL FACTOR BEHIND MANY SLING FAILURES

Peter Verhoef - managing director of the lifting safety, regulatory compliance and Appointed Person training consultancy Cranes for You based in Utrecht, the Netherlands - delves into a pet subject: 'Why the sling D/d ratio still matters'.

In modern lifting operations, many variables receive attention: load weight, centre of gravity, crane configuration, wind, ground pressure and rigging arrangement. Yet one of the most fundamental mechanical parameters in sling performance - the D/d ratio - still goes unnoticed or is applied inconsistently across the industry.

The D/d ratio defines the relationship between the diameter of the object a sling is bent over (D) and the diameter of the sling itself (d). Although simple in appearance, this ratio governs the actual strength, fatigue life and reliability of wire rope, chain or synthetic slings. However, when incorrectly applied, it causes capacity loss that cannot be seen externally, making it one of the most deceptive risks in rigging.

WHAT IS THE D/D RATIO?

The D/d ratio is calculated by dividing the diameter of the pin, hook, shackle or pipe by the diameter of the sling body.

When a wire rope sling is bent around a diameter that is too small, it experiences internal bending stresses, which increase dramatically as the D/d ratio decreases.

This bending action causes four issues:

- Tensile strain in the outer wires
- Compression in the inner wires
- Strand distortion
- Core deformation

Even when slings appear visually undamaged, these internal stresses permanently reduce strength. And the smaller the D/d ratio, the faster the sling loses efficiency.

Quantified strength loss:

THE DATA BEHIND THE RISK

International industry testing has repeatedly demonstrated the same behaviour:

Immediate 50% drop

A sling wrapped around a diameter equal to its own diameter (1:1) immediately loses half its capacity, even before dynamic forces or cyclical loading are considered.

These values are not theoretical but come from decades of destructive testing conducted by rope manufacturers, heavy lift engineering firms and certification bodies.



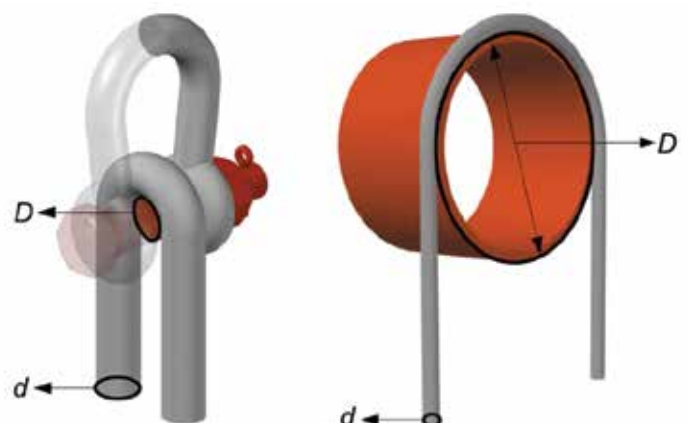
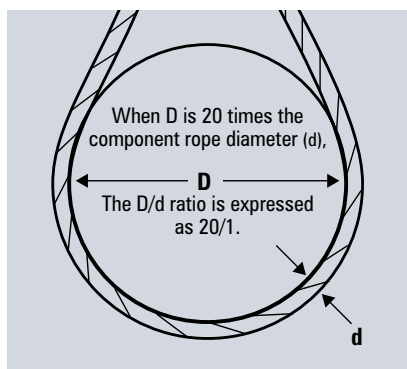
BASKET AND CHOKER HITCHES: THE MOST CRITICAL APPLICATIONS

The most common misunderstanding arises in basket and choker hitches, where riggers often assume that a sling with a certified Working Load Limit (WLL) can safely adapt to the load geometry. But catalogue WLL values are almost always based on $D/d \geq 25:1$.

Consider a 24 mm wire rope sling used in a basket hitch around a 300mm pipe:

Required $D = 24\text{mm} \times 25 = 600\text{mm}$
Actual pipe diameter $D = 300\text{mm}$

D/d Ratio	Approx. remaining strength
25:1	100%
20:1	92%
15:1	88%
10:1	86%
6:1	80%
4:1	75%
2:1	65%
1:1	50%



The sling is therefore bent over half the required diameter.

This seemingly small geometric difference causes massive internal stress increases, resulting in severe derating. In heavy industry, this is one of the most frequent hidden causes of sling damage and near-miss or actual incidents.

Additional confusion

Different sling constructions respond differently to D/d, which often causes additional confusion.

Eye & Eye Slings

The eye contains twice the rope strength of the body, so the D/d effect is less critical at the eye than in basket configurations. However, pins must still match the eye size, and overfilling the eye reduces contact area and increases stress.

Endless Slings and Grommets

These have no reinforced loop, making them highly sensitive to small bending diameters. Many manufacturers rate them for D/d = 5:1, but this is often insufficient for repetitive or dynamic lifting operations.

Multi-Part Slings

The determining factor is the component rope diameter, not the finished braided sling diameter. This detail is frequently overlooked in lift planning.

Chain Slings: Not exempt from D/d effects

Chain links deform when bent over undersized pins. The effects include:

- Reduced internal bearing area
- Link ovalisation
- Plastic deformation under load
- Accelerated fatigue.

Typical remaining capacities in basket configuration:

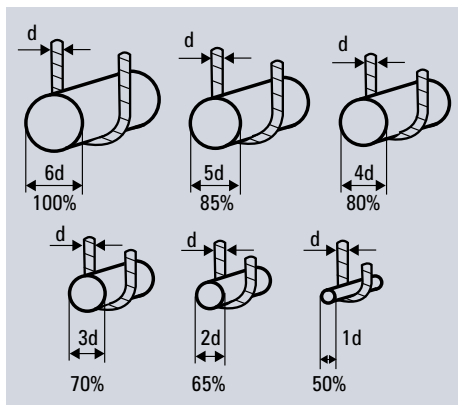
D/d = 2 → ~65%

D/d = 3 → ~70%

D/d = 4 → ~80%

D/d ≥ 6 → ~100%

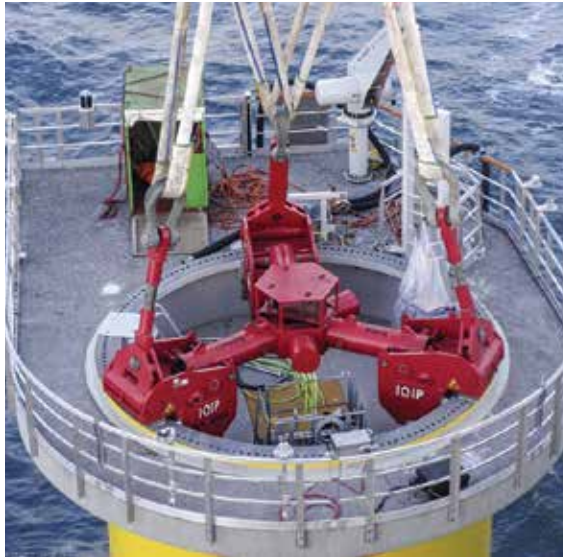
Chain slings may look robust, but physics applies equally to steel links.



SHACKLE BEARING WIDTH: THE OVERLOOKED COMPANION TO D/D

Even when the shackle diameter seems appropriate, the bearing width determines how the load is transferred into the sling. Standard bow shackles provide limited surface contact, resulting in:

- High localised pressure
- Rope flattening
- Increased internal fatigue.



Wide body shackles significantly reduce this effect by increasing the bearing radius and improving load distribution. For many lifts, using a wide body shackle is the single most effective way to reduce sling damage.

SYNTHETIC ROUND SLINGS: A DIFFERENT FAILURE MECHANISM

Synthetic slings fail mainly due to bearing stress and not due to wire fatigue. Small hardware creates extremely high localised pressure on fibres, sometimes leading to sudden catastrophic failure while the sling still appears undamaged. Effective bearing width is often only 75 percent of the hardware width, making proper hardware selection critical.



WHO DETERMINES THE D/D RATIO?

This is an important point and is often misunderstood.

- Manufacturers - define the minimum D/d ratio for which their WLL applies
- Standards - define additional safety requirements
- Users and lift planners - create the actual D/d ratio through the selection of shackles, hooks, trunnions or pipes

If a sling fails because of inadequate bending diameter, it is almost always classified as a rigging configuration error, not a manufacturing defect.

The Real Risk: D/d failure is invisible

A sling that has lost 30 to 40 percent of its strength due to bending does not show visible warning signs. There are no broken wires, no discoloration, no distortion.

This invisibility makes the D/d ratio one of the most underestimated hazards in lifting operations.

CONCLUSION

The D/d ratio is not a theoretical concept. It is a fundamental engineering rule that determines whether a sling retains its strength or silently loses up to half its capacity.

For rigging professionals, crane operators, lift planners and safety managers, understanding and applying the D/d ratio correctly is essential - not only for compliance, but for the prevention of sudden, unexpected sling failures.

Peter Verhoef and his business advise companies across Europe on safe and legally compliant lifting operations and develop technical guidance for the heavy lift and hoisting industry. ■

SHACKLES 101

Shackles keep everything securely fastened together, whether you're moving machinery, lifting steel beams, or towing equipment. The correct shackle in rigging guarantees correct load alignment and balance. Using an incorrect shackle for the job, can lead to failures, stress, or damage. Therefore, it is critical to match the type of shackle to the work. Here are a few examples of the types available for those less familiar with the subject.

DEE SHACKLES

The classic shackle shaped like the letter D, available in a variety of sizes and weight restrictions they can withstand pressure and huge loads.

BOW SHACKLES

Bow shackles can move more freely because of their broader 'O' form. This design results in a shackle not overly stressed when the load shifts slightly when being lifted. Bow shackles are ideal for complex rigging setups because of their broader loop which can accommodate several lifting points.

SAFETY BOLT SHACKLES

Not every job requires a standard pin, which is why safety bolt shackles are useful. Even during extended or vigorous lifts, the pin of these shackles is held in place by

a locking mechanism. For permanent or semi-permanent lifting points, safety pin shackles are excellent. Safety pin shackles that are designed to withstand continuous strain are perfect for marine lifting operations, floating platforms, and construction cranes. The connection is maintained, and the chance of failure reduced by the additional security.

SCREW PIN SHACKLES

Screw pin shackles are excellent for short-term tasks. When the lifting setup is disassembled frequently.

STAINLESS STEEL SHACKLES

Rust is a major problem in situations that are corrosive or damp. This issue is resolved by stainless steel shackles.



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C&A

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THIS ISSUE WILL INCLUDE FEATURES ON:

HEAVY/ALTERNATIVE LIFTING

We review the latest developments in heavy and alternative lifting equipment, as well as looking at some interesting applications from around the world.



BOOM LIFTS

There is always plenty of news and new product developments when it comes to self-propelled boom lifts. We will take a look at the latest introductions and news, as well as looking at market and product trends. If you have any news or information to share, get in touch now.

LOADER CRANES

Arguably one of the most highly developed product types that we cover in terms of technology and sophistication. There have been changes in the market, including the accelerating spread of articulated loader cranes to new markets - we report back.



ENERGY/POWER DEVELOPMENTS

The global trend towards battery electric power has resulted in an increasing number of new developments over the past year. We review what has been happening and check out some of the latest products and innovations.

EXECUTIVE HIRE SHOW REVIEW

We report back from the UK's Executive Hire Show in Coventry.

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TRUMP THAT!

The political and business news in 2025 has been largely dominated by one person, US president Donald Trump, who began his second term in January.

Since then, it has been a whirlwind of executive orders many of which have impacted global trade practices as constantly changing import tariffs and trade policies were implemented, some of which appeared to be personal and arbitrary. His assertion that the move would boost American manufacturing and create jobs has yet to materialise, possibly due to the heavy investment required in what is currently a chaotic environment. As the year progressed, tariffs began to lead to higher prices and supply chain disruption, with some historic trade partners turning their back on the USA to seek more stable, long term alliances.

It has also been a year of war and ongoing attempts to negotiate ceasefires or peace treaties, often by leaning heavily on the seemingly weaker party. Sadly the Israel/Gaza ceasefire appears to have reached some sort of stalemate while people continue to die, but positively, all of the Israeli hostages were released, along with many of the Palestinians held. The war in Ukraine continued with an unusual summit meeting between Trump and Russian President Putin, which came to nothing, as have subsequent attempts to agree on a peace deal with him.

2025 continued the trend of climate intensified disasters. Throughout January, a series of devastating wildfires swept across Los Angeles County burning nearly 50,000 acres and forcing mass evacuations and completely destroying expensive homes. The disaster resulted in about 30 fatalities and an estimated €150 billion in losses. A 7.7 magnitude earthquake in Myanmar caused thousands of fatalities, and there was catastrophic flooding in Texas in July.

Pope Francis died in April 2025 at the age of 88.

His successor, American born Cardinal Robert Prevost, was elected in May and took the name Leo XIV, becoming the first pope from North America.

Here are a few more events that made the international news:

- An initial ceasefire between Israel and Hamas

went into effect in January but ended in March with renewed widespread Israeli airstrikes. A more comprehensive, US-brokered peace plan and ceasefire was agreed in October.

- In June the Russia-Ukraine conflict entered its fourth year with intense fighting and high civilian casualties. Russia reclaimed its Kursk province in March, and Ukraine conducted deep drone strikes (Operation Spiderweb).

Tensions between India and Pakistan escalated in May following an attack on tourists in India, leading to reciprocal missile strikes before a ceasefire was called.



The Sudanese Civil War continued, exacerbating a severe humanitarian crisis and cholera epidemic.

The US intervened in the Israel and Iran conflict by bombing three of Iran's nuclear facilities

A dormant border dispute between Thailand and Cambodia erupted into armed conflict in July following an initial skirmish in late May. A ceasefire was agreed in July.

An Air India Boeing 787 - Flight 171 - crashed in Ahmedabad, India, in June, killing nearly everyone on board and others on the ground. It was the first fatal crash involving a 787.



In May a glacier in the Swiss Alps collapsed burying the village of Blatten under ice and rock. A timely evacuation of the village a few days earlier prevented mass casualties.

In October Hurricane Melissa made landfall in Jamaica with sustained wind speeds up to 185mph

An earthquake in eastern Afghanistan killed over 2,200 people and injured 3,500

In February Germany held a federal election, with the centre-right CDU/CSU becoming the largest party.

Mark Carney became the new prime minister of Canada in March, following Justin Trudeau's resignation.

In March widespread demonstrations erupt across Turkey following the arrest of the mayor of Istanbul, Ekrem Imamoğlu.

In April, South Korean president Yoon Suk Yeol was formally removed from office following his earlier impeachment for unlawfully declaring Marshall Law in 2024.

In June, Widespread "No Kings" protests erupted across several cities in the USA and internationally, protesting president Trump's rule by executive orders.

In September, Anti-government protests erupted in Nepal, leading to the prime minister's resignation.

New AI large language models were released by DeepSeek (China), OpenAI (GPT-5), and Google (Gemini 3).

In March Firefly Aerospace successfully landed a craft on the Moon as part of its Blue Ghost mission.

NASA and ISRO launched the NISAR satellite in July to measure Earth's surface changes.

Private spaceflights took a major step forward with the launch of Axiom Mission 4 to the International Space Station in June carrying Polish and Indian astronauts.

In February Beyoncé won the Album of the Year Grammy for 'Cowboy Carter'.

In October a high profile jewellery heist occurred at the Louvre Museum in Paris using a Böcker furniture lift.

Darts prodigy Luke Littler becomes world darts champion at the age of 17

In November, a huge fire rips through the Wang Fuk Court apartment block in Hong Kong, killing at least 160 people, with 150 missing.



In December, 16 people were killed and 43 were injured in a mass shooting in Bondi Beach, Australia.



INDUSTRY NEWS HIGHLIGHTS FROM 2025



c&a
26.8
December/
January
industry news

XCMG unveils a new 80 tonne four axle All Terrain crane for the European market - the XCA80G7-1E - featuring a 60 metre main boom.

The original spider lift manufacturer, **Falcon Lifts** filed for bankruptcy, having struggled to service its debt load.



Tadano announces a range of six crawler mounted boom lifts with working heights between 8.8 and 20 metres following the acquisition of **Nagano** a year earlier.

United Rentals agrees the acquisition of **H&E Equipment Services** in a deal worth \$92 a share - about \$4.8 billion - but a few weeks later is outbid by **Herc Rentals** which offers \$104.89 a share which values the business at \$5.48 billion.



c&a
27.1
February/
March
industry news

Time Manufacturing unveils its 'One Europe' strategy, bringing **Ruthmann**, **Versalift**, **France Elévateur** and **Movex** together under a single European management team.

The UK's **Health & Safety Executive (HSE)** withdraws a letter it unilaterally sent to manufacturers regarding Emergency Stop buttons. It would have effectively required the vast majority of aerial work platforms in the UK to be immediately stood down.

Falcon starts trading again, having successfully completed a financial restructuring process.



Leguan launches the new 26.5 metre Leguan 265 - its largest spider lift so far - aimed at arborists and utility companies.



c&a
27.2
April/May
industry news

Bronto Skylift, **Rohr** and **Designwerk Technologies** develop a new 56 metre truck mounted platform - the S56XR - mounted on an all-electric chassis.

Sinoboam acquires the **Holland Lift** brand name and associated intellectual property.

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



Two new 70 metre plus truck mounted lifts - **Altec Teupen's** 72 metre TE720 and **Multitel's** 70.6 metre MJE710 - are unveiled at Bauma.

Manitowoc Cranes files an anti-dumping petition alleging Japanese manufacturer **Kobelco** along with **Sumitomo** and its affiliate **Link-Belt**, of selling lattice crawler cranes at predatory 'dumping level' prices.



C&a
27.4
July/August
industry
news

The **U.S. Customs and Border Protection Agency** finds **Sinoboom** North America used evasion practices to import products it claimed were manufactured in Poland, when they were just assembled from Chinese built sub-assemblies and components.

Almac acquires fellow Italian manufacturer **Easy Lift** supported by private equity firm **Wise Equity** which acquired a majority stake in Almac in 2022.

Haulotte celebrates its 40th anniversary with a series of open days at its distribution subsidiaries.

Franna announces the launch of a European version of its 22 tonne AT22-2 articulated pick & carry crane - its first new CE model for 25 years.



New UK manufacturer **Navigator Lifts** announces two push-around mast type lifts - the Explora and Scout - with working heights of 4.6 and 3.65 metres respectively.



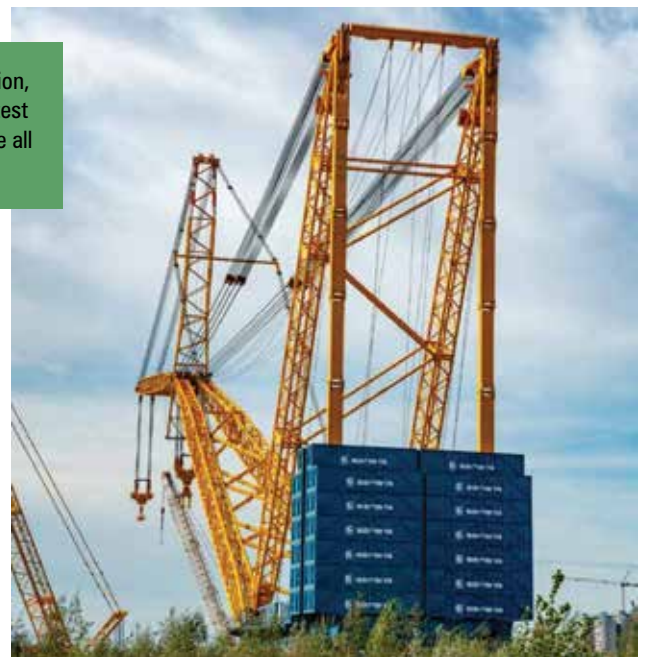
C&a
27.5
September/
October
industry
news

Sarens completes production, design and testing of its latest ring crane - the 3,200 tonne all electric SGC-170.

Loader crane manufacturer **Hyva** is acquired by German Private Equity firm **Mutares** just six months after it was acquired by **Jost**.

UK based **Terranova Crane Hire** takes delivery of the first 250 tonne **Sany SAC2500E** All Terrain crane to arrive in the UK.

Socage acquires a majority stake in fellow Italian manufacturer **CTE**, boosting 'group' revenues to around €190 million.



C&a
27.3
June
industry
news

Moog launches the first model in a new generation of underbridge platforms - the MBI 110 NG - with 11 metres of underdeck outreach and 500kg platform capacity.

Niftylift celebrates 40 years in business by launching three, third generation versions of its 33ft HR12 articulated boom lifts.

JMG unveils its first hydrogen hybrid pick & carry heavy forklift/crane using a 96V hydrogen fuel cell module fed by a 6kg hydrogen gas tank.

Sany launches a 200 tonne all electric lattice boom crawler crane - the SCC2000A-EV - which it says is capable of eight hours continuous operation.





Almac unveils a range of Almac branded spider lifts, and two all new industrial type articulated self-propelled boom lifts, the 43ft AJ15 and 50ft AJ17, which will carry the new **AlmacTech** branding.

Tadano/Oil&Steel launches the new 30 metre Octoplus 30 spider lift, first seen as a pre-production unit at Bauma.

Skyjack launches its largest electric slab scissor - the 45ft SJ5545 E - and completes the CE versions of its new micro scissors - the 13ft SJ3213 and 19ft SJ3219.

JLG launches two new folding push around lifts, the LiftPod 1.2 with a 3.2 metre working height and the LiftPod 1.5 with 3.5 metres. A 3.8 metre LiftPod 1.8 is due in 2026.



Terex Utilities unveils its first spider lift under the new **Green-Tec** tree care brand - the 21 metre SL5.



Germany's **BKL Baukran Logistik** purchases the 50,000th **Liebherr** crane to be manufactured at its Ehingen facility.

Raimondi/KBW Holding acquires the **Terex Crane** tower and Rough Terrain crane business.

Sinoboom opens its new production facility in Silao, Guanajuato, Mexico, to serve markets throughout the Americas.



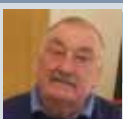
Bravi launches two new low level platforms - the Leonardo HD 430 and the Residential 170.

Terex signs a merger agreement with the **Rev** group, which includes plans to sell or seek a separate listing for **Genie** after the deal completes in 2026.

Four crane manufacturers - **Liebherr**, **Manitowoc/Grove**, **Tadano** and **Sennebogen** - together with German equipment manufacturers' associations **VDMA** and **Intralogistics Association** file an unfair trading complaint against Chinese manufacturers with the EU.

THOSE NO LONGER WITH US

Industry deaths 2025



Jim Hagen, UK/Saudi Arabian crane rental industry veteran, 82

Bill Green, UK crane industry veteran, 83

James Quinn of Q Crane & Plant Hire in the UK, 88



'Tony' Phillippi, US crane sales and rental veteran, 79

Sumit Mazumder, past MD of Indian crane manufacturer TIL, 77



Kevin O'Shea, of Hydro Mobile and IPAF mastclimber champion, 64



Jean-Paul Cayon, president of French crane group Groupe Cayon, 66



Giuseppe Corna, founder of Italian crane manufacturer GRC/TeknoGRC, 75

Massimo Donda, crane sales & marketing manager, 63



Hans Aarse, Dutch/international crane and access industry veteran, 71

Peter Steel, former director of Coles Cranes, 83

Ralph McCurry, US rental company entrepreneur, 73



Celebrity deaths 2025

Robert Redford, 89, American actor



Billy Bonds, 79, West Ham footballer

Giorgio Armani, 91, Italian fashion designer

Stella Rimington, 90, First female director general of MI5

Diane Keaton, 79, American actor - Annie Hall,



Prunella Scales, 93, UK actor - Sybil in Fawlty Towers

David Lynch, 78, American film/TV maker - Mulholland Drive, Twin Peaks

Malcolm-Jamal Warner, 54, actor - The Cosby Show

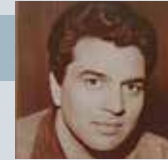


Gene Hackman, 95, American actor - The French Connection

Frederick Forsyth, 86, author Day of the Jackal

Joanna Trollope, 82, author

Dharmendra, 89, Indian actor - the original He-Man of Bollywood



Joan Plowright, 95, British stage and screen star

Val Kilmer, 65, American actor - Ice Man in Top Gun

Terence Stamp, English actor - Billy Budd, Modesty Blaise

Brigitte Bardot, 91, French actor & activist



Claudia Cardinale, 87, actor 81/2, Pink Panther

Patricia Routledge, 96, English actor - Keeping Up Appearances

Graham Green, 73, Canadian actor, Dances With Wolves

Pauline Collins, 85, English actor, Shirley Valentine

Stanley Baxter, 99, UK TV star/comedian



Rob Reiner, 78, Hollywood filmmaker - When Harry Met Sally

Jean Marsh, 90, actor and co creator - Upstairs Downstairs

Richard Chamberlain, 90, actor, Dr Kildare, Shogun



The Vivienne, 32, UK drag queen

Tony Slattery, 65, UK actor and comedian

John Stapleton, 79, British journalist & TV presenter

Dick Cheney, 84, US vice president



Dickie Bird, 92, Cricketing umpire

Diogo Jota, 25, Liverpool and Portugal footballer

Jilly Cooper, 88, author

Baek Se-hee, 35, South Korean writer

Norman Tebbit, 94, UK minister under Margaret Thatcher



Charlie Kirk, 31, American political activist

Jean-Marie Le Pen, 96, French politician, founded the Front National



Hulk Hogan, 71, US WWE wrestling star

Jimmy Cliff, 81, reggae singer

Mia Love, 49, First US black republican congresswoman



Raila Odinga, 80, Prime minister of Kenya 2008 to 2013

Ion Iliescu, 95, Romania's first post-Communist president



Marianne Faithfull, 78, 1960s singer, girlfriend of Mick Jagger

Ozzy Osbourne, 76, frontman of Black Sabbath

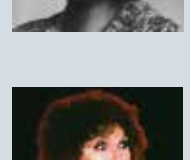
Garry 'Mani' Mounfield, 63, bassist with the Stone Roses



Roberta Flack, 88, American Soul singer

Sly Stone, 82, singer, composer, Sly and the Family Stone

Brian Wilson, 82, Founder member of the Beach Boys



The Duchess of Kent, 92, member of the UK royal family

Jane Goodall, 91, Human rights campaigner and primatologist

D'Angelo, 51, R&B & soul singer



Cleo Laine, 97, UK Jazz singer

Chris Rea, 74, English Rock & Blues singer

Connie Francis, 87, American singer

James Watson, 97, co-discovered the structure & function of DNA in humans



Quentin Willson, 68, Top Gear TV presenter

Tom Stoppard, 88, Oscar winning British playwright

Mario Vargas Llosa, 89, Peruvian novelist

Alan Yentob, 78, documentary maker & controller BBC One & Two

Henry Kelly, 78, Irish/UK TV presenter

Ricky Hatton, 47, World Light welterweight & welterweight boxing champion



Pope Francis, 88, First South American pope

Denis Law, 85, Manchester United and Scotland footballer

George Forman, 76, world heavyweight boxing champion



Eddie Jordan, 76, Formula One team owner



Edward Seager, owner of UK tower crane company Bennetts Cranes, 61



Michael Killeen, founder of Laois Hire in Ireland & CEO of HSS Hire Ireland



Mike Posener, crane magazine and tower crane sales & marketing manager, 67



Frans Collé, Dutch access rental veteran, 78



Tom Renwick, UK crane and access pioneer and veteran, 87



Neil Waldron, UK access industry veteran, 76



Ray Anthony, founder of Anthony Crane Rental, Pittsburgh, 86



Paul Brown, crane veteran Faun/Tadano, 76



Roberto Carboni, press relations at Multitel Pagliero



Barry Barnes, UK crane rental entrepreneur, 81



Carlo Locatelli, mobile crane pioneer Locatelli Gru



Don O'Neal, Texas rental industry veteran, 75

Frank Bacon, Coles Cranes area manager, 99

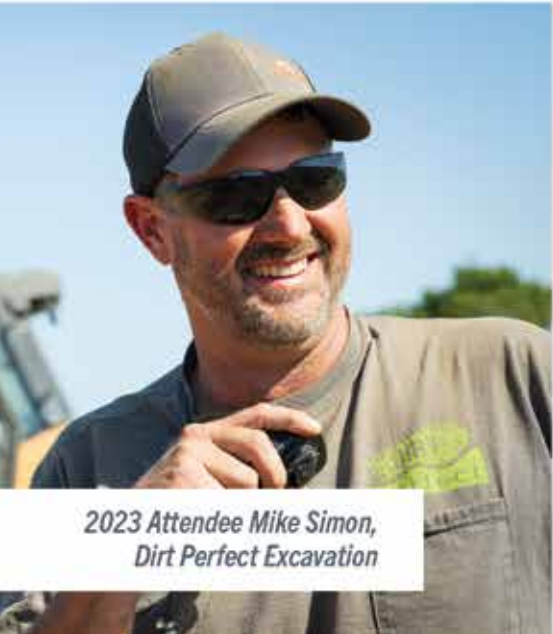


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BACK ON FORM?

With memories of the 'Covid show' of 2020 long gone and the 2023 event almost returning to normal, this year's Conexpo should be bigger, but will it be busier?

Conexpo, North America's largest trade show for construction equipment, opens its doors on March 3rd and runs through March 7th. More than 2,000 companies are due to exhibit, while the organisers hope to attract more than the 140,000 visitors claimed for 2023. Of those, 20 percent came from overseas, and the big question now is will stricter US border checks and visa restrictions deter some of them? We will probably only find out on the day. There is certainly some reticence about travelling to the USA at the moment among people we speak to.

While we focus on cranes, aerial work platforms and telehandlers, Conexpo Con/Agg appeals to

a wider audience, bringing together the latest equipment and technology from the asphalt, aggregates, concrete, earthmoving and mining sectors. So, while the show covers 269,000 square metres/66 acres, most of the lifting and access equipment will be found in the Festival Grounds and the Diamond Lot across the road, a few other companies related to the industry are scattered in the Silver Lot, Central Hall and further afield.

The last Conexpo saw several major manufacturers - Manitowoc, Genie, JLG, Bronto, Ruthmann and Wolffkran - deciding not to attend for various reasons, including its proximity to a postponed Bauma. This year's show clashes with



the American Rental Association (ARA Show in Orlando, Florida - March 2nd to 4th) which attracts aerial lift and telehandler manufacturers. The ARA is usually a month or two prior to Conexpo, so it will be interesting to see how many manufacturers or visitors attend both of them. At the moment, Genie, Haulotte, Bronto, Time (Versalift) and Wolffkran are not attending Conexpo, however, most of the major crane, aerial lift and telehandler companies will be there.

LOTS OF WALKING

The extended layout of the last show remains, which means getting from one area to another can take time. The Festival Grounds are at the far extremity from the main entrance and getting to the Central Hall or Silver Lot can take 30 to 40 minutes at times, longer for the Platinum Lot. The Diamond Lot is a brisk 15 minute walk, so not quite as bad.



VERTIKAL CONEXPO GUIDE

This year the Vertikal Conexpo Guide will be available online the week before the show. With large scale maps and detailed lists by product type, display area and alphabetical listing, it can be downloaded in advance to your phone or tablet to plan and make the most of your visit.

REGISTRATION AND ENTRY TICKETS

This year there are four set ticket prices - all of which have increased since 2023. The General show admission is \$289 (up from \$249) and gives access to the show and keynote presentations along with the option to purchase 'Workshop' sessions ranging from \$199 to \$225. For those just attending the show on Friday and Saturday the price is \$349 and includes a choice of one Workshop.

The Premium ticket at \$719 includes access to the show, keynote presentations and more than 150 education sessions. The top of the range Premium+ ticket at \$919 includes education recordings post-show.

Booking tickets online saves 10 percent but does not appear to include a three day monorail ticket as per the last show. However, if you are a customer of an exhibitor, speak to them as they may well have some tickets for you.

TRANSPORT

Traffic on the Vegas Strip is always chaotic, while the monorail takes just 15 minutes to go from one end of the Strip to the other. It opens at 7:00 and

runs till midnight on Mondays, 2:00 Tuesday to Fridays and 3:00 on weekends. A one day pass costs \$15 (\$13.45 online) while multi day passes are available.

There are also **free shuttle buses** between the convention centre and most major hotels during the show. Visit the show website for the schedule.

Taxis - usually available from the front of hotels - charge a fixed fee of \$5.25 plus \$3.20 a mile or about 60 cents a minute when stationary. There is a \$2.40 addition for airport pickups and a \$3 fee for use of a card (plus a 3% tax on the whole fare). Generous tips are also expected.

Uber and Lyft are an option, but most hotels have designated rideshare pickup points that can be a long walk from the hotel lobby.

The Vegas Loop - a zero emission, underground transportation system at the Convention Centre, uses Tesla cars to travel between the West Hall and North, Central and South Halls. They are free to use between these points but travelling further requires a ticket purchase. ■



CONEXPO CON/AGG 2026 SHOW DETAILS

Where: Las Vegas Convention Centre

Dates: March 3rd - 7th 2026

Tuesday - Friday 9am - 5pm

Saturday 9am - 3pm



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SEEKING STARS

Entries are now open for the CPA Stars of the Future Apprentice and Trainee Awards 2026:

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- Plant Technician of the Year (Level 3)
- Hire Controller of the Year
- Young Plant Operative of the Year
- Plant Operative of the Year
- Crane Operative of the Year
- Plant Installer of the Year
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DROMAD TRAINING ACADEMY

Irish aerial lift and telehandler rental company Dromad Hire has opened a new training division - 'DTA Training' (Dromad Training Academy) - to provide safety and skills training for companies and individuals.

The new division operates from a purpose built training facility in Dundalk, north east Ireland, offering dedicated spaces for hands-on learning, practical assessments and classroom study. Training courses include IPAF operator, harness safety, working at height, and manual handling.

Operations director Ronan Cotter said: "Creating DTA Training is a natural extension of what we already do. Our customers rely on us for equipment, guidance and safety. The Dromad Training Academy brings all of that together."



C\$1.3 MILLION FOR DROPPED LOADS

Canadian contractor EllisDon has been fined \$514,800, while subcontractor Newway Concrete Forming has received a \$112,600 fine after a section of formwork was dropped 26 storeys from a tower crane at Oakridge Park, Vancouver, in February 2024, killing Yuridia Flores, 41, a mother of two who was working below. There was no exclusion area below the load path.

This is the third crane related fine imposed on EllisDon, it follows a \$688,500 penalty for an incident at the same site in October 2024, when a scaffold section was dropped 41 metres to the ground, and another in Victoria in June last year. Neither of those incidents resulted in an injury.

Worksafe BC said: "The three penalties demonstrate that there are significant financial consequences for high risk violations and repeated non-compliance with occupational health and safety requirements."

The following links provide more details:

<https://www.cbc.ca/player/play/video/9.6553893>

<https://www.cbc.ca/player/play/video/9.6682793>



WHO TRAINED THEM THEN?

Spotted by a reader in Sri Lanka, four scaffold erectors carrying materials along the apex of a tiled church roof at a height of more than 20 metres, negotiating the ridge as if it were a tightrope. A child was also spotted carrying a bucket along the apex while others were doing the same on horizontal scaffold tubes.



£27K FOR BOOM LIFT ESCAPE

UK based AP Tree Specialists has been fined £20,000, plus costs of £6,950 after an employee suffered life-altering back injuries after falling nine metres from a boom lift in Derby. The lift had stopped working, and no one on site was able to lower the platform, so the man attempted to abseil down, but fell. The incident could easily have been fatal.

The HSE found the company failed to plan, supervise, or safely carry out work at height and had not completed a suitable risk assessment. Director Matthew Scholes, who was acting as site supervisor, also pleaded guilty and was fined £1,000 plus £400 in costs.

HSE inspector Kerry Scott said: "This incident could have been avoided if AP had planned the work with suitable risk assessments and safe systems of work, including a rescue plan."



SCAFFOLD FALL COSTS £811,500

Two UK contractors, Axis Europe UK and its subcontractor Premier Property and Construction, have received penalties totalling almost £812,000 for a non-fatal fall from height.

The incident occurred in April 2024, on a project at Cathcart Hill, London, when a load became trapped during an unplanned lift carried out by Premier Property. One of its labourers attempted to free the load, but when he succeeded, it pulled him over the edge of the scaffold, inflicting life changing injuries.

Axis Europe was fined £640,000, plus costs of £4,790 and a Victim Surcharge of £2,000, while Premier Property was fined £160,000, plus costs of £4,790. The HSE found that Premier Property failed to adequately plan, manage and monitor the work, particularly routine lifting operations and the use of appropriate lifting equipment and accessories, while Axis failed to properly manage and monitor the works being carried out by Premier Property on its site. It also failed to spot insufficient detail on lifting operations or adequately challenge or prevent the use of untested lifting accessories on its site.





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2026 – A MILESTONE YEAR

This year will see ALLMI and the lorry loader industry achieve a number of significant milestones in its growth and development, most of which we highlight below.

35 YEARS – BS 7121 PART 2

In 1991, the first version of 'BS 7121 Code of practice for safe use of cranes - Part 2: Inspection, testing and examination' was published. Part 2 initially excluded tests for lorry loaders, which remained covered by BS 1757, and then BS 7121 Part 4:1997 until BS 7121 Part 2:2003 was introduced. Since 2012, Part 2 has contained sub-sections for different crane types. The revision of Part 2-4, which covers lorry loaders, was published in 2025.

20 YEARS – OF THE OPERATORS' FORUM

In 2006, ALLMI expanded its membership beyond manufacturers, service companies, and ancillary equipment suppliers by setting up the Operators' Forum division, allowing fleet owners to join the association.



Chief executive, Tom Wakefield said: "In 2005, we received interest from several fleet owners regarding membership of ALLMI, which fortuitously coincided with discussions we were already having concerning ways in which we could expand the association and be even more effective in raising standards throughout the lorry loader industry."

"The solution was obvious and in February 2006 we held the inaugural meeting of the Operators' Forum, which has significantly grown year on year since then. There's no doubt that having fleet owners on board facilitates a greater interchange of ideas and opinions, which further improves our ability to identify and address the key issues affecting safety and good practice."

Details on how to join ALLMI, as well as a directory of members, can be found at allmi.com/membership.

5 YEARS – NEW WEBSITE AND LIFT PLANNING CALCULATOR

2021 saw the launch of the current ALLMI website, which also facilitated the launch of the ALLMI 'Lift Planning Calculator', a tool assisting with the lift planning process, covering issues such as stabiliser loadings, mat sizes, rated capacity utilisation, permissible wind speeds, and sling selection. The Lift Planning Calculator can be accessed via allmi.com/tools.



5 YEARS – HOT TUB GUIDANCE

In the same year, ALLMI collaborated with the British and Irish Spa and Hot Tub Association (BISHTA), the Swimming Pool and Allied Trades Association (SPATA), and the Construction Plant hire Association (CPA) to develop guidance covering the safe lifting of hot tubs, exercise spas and one-piece swimming pools. This, and other guidance material relating to various aspects of lorry loader safe use, can be accessed via allmi.com/guidance.

25 YEARS – OF ALLMI TRAINING

In 2001, the association established ALLMI Training Ltd, which led to the birth of the ALLMI training scheme in its current form. ALLMI and ALLMI Training were subsequently merged in 2005 to form ALLMI Ltd.



15 YEARS – BS EN 12999

2011 saw the publication of the revised European design standard, EN 12999:2011 Cranes - Loader Cranes - BS EN 12999:2011 in the UK. Being the first revision since the publication of the amended Machinery Directive at the end of 2009, this covered requirements for noise testing of completed installations, stabiliser interlocks, crane not stowed warnings to be visual and audible, and hydraulic stabiliser not stowed warnings.

2011 was also the year in which ALLMI launched its range of manager courses, assisting companies across the lorry loader industry to bolster their compliance with the requirements of PUWER 9.2. See allmi.com/managercourses.

20 YEARS – SLINGER/SIGNALLER COURSE

In 2006, ALLMI introduced its Slinger/Signaller course. Since then, the adoption and uptake of the course have grown year on year, and it is now widely recognised for its role in standardising slinger/signaller practices within the lorry loader industry. Further details are available at allmi.com/training.



10 YEARS – ALLMI JOINS BUILD UK

In 2016, ALLMI became a member of Build UK, the leading representative organisation for the UK construction industry. 10 years on, and the relationship remains strong, with ALLMI training listed in the Build UK Training Standard - allmi.com/builduk



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

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NEW TOOLBOX TALK

IPAF has released a new Toolbox Talk to reinforce safe practices when choosing a third party provider to service or maintain aerial work platforms. The briefing highlights the need to choose qualified providers and ensure that all work complies with the Original Equipment Manufacturer's specifications, or, where appropriate, is verified by a competent professional engineer.

Intended for platform owners - including end users and rental companies, along with third party service teams - the Toolbox Talk is intended to stimulate and support the discussion of risks and responsibility before work begins. The resource is available in multiple languages and joins IPAF's existing collection of Toolbox Talks.



IPAF ELEVATION UK

IPAF's UK Elevation event will be held on the 1st of July at Hilton St George's Park, north of Birmingham.

The afternoon will include a conference with updates from IPAF, followed by an evening of networking over a barbecue. Entertainment and after dinner drinks will then take place in the event bar.

St George's Park is home to 28 training teams, including England, and therefore provides a distinctive backdrop for this year's event. With the World Cup ongoing, delegates will be able to watch live matches on screen throughout the evening, with fixtures and timings to be confirmed.



IPAF AT CONEXPO

Conexpo 2026 will be held in Las Vegas from March 3rd to the 7th. IPAF will be there and will focus on the importance of aerial work platforms and mast climbing training, safety and industry leadership.

IPAF will be based at booth GL31205 in the Grand Lobby and will highlight a range of initiatives throughout the show, designed to help contractors, rental companies, supervisors and operators improve productivity while reducing risk on North American jobsites.

The association's core themes for the show include:

- eLearning
- Roadways safety campaign
- Digital innovation
- Advancing safe aerial work platform use together

IPAF North America regional manager Tony Groat said: "I'm looking forward to hosting a seminar at the event titled 'Smart MEWP Selection: The accessories that take safety further.' It's not just about picking the right lift, it's about equipping it for safety and efficiency."

IPAF at APEX

IPAF will also exhibit at APEX in Maastricht, Netherlands, from the 2nd to the 4th of June. The organisation will feature live demonstrations on outdoor stand number 1240 and will also have a booth indoors on stand 210.



NEW STANDARDS

Two new British Standards (BSI) publications have been released: BS 8460:2025 'Safe use of mobile elevating work platforms - Code of practice' and BS 7981:2025 'Mast climbing work platforms - Selection, configuration, installation, maintenance, thorough examination and safe use - Code of practice.'

BS 8460:2025 replaces BS 8460:2017 and has been updated to reflect EN 280-1:2022 and EN 280-2:2022. The new edition introduces a process based structure to help users plan, manage and operate mobile elevating work platforms more effectively.

Key developments include a new end to end process map for safe aerial work platform use, revised and improved guidance on risk assessment, wind considerations, use with fall arrest equipment, and load handling devices. There is also more detailed advice on choosing work platforms for integrated load handling, new requirements for operation and training, as well as additional content on zone or motion control features. The standard also clarifies competence expectations, introduces new planning stages, and enhances recommendations for secondary guarding, pedestrian management and reinstating unused work platforms.

BS 7981:2025 provides recommendations and guidance for the installation, maintenance, thorough examination and safe use of mast climbing work platforms. The standard aims to ensure the equipment is used safely, reducing the risk of accidents and improving operational efficiency.

IPAF head of safety and technical, Brian Parker, said: "This marks a significant milestone for our industry with the publication of BSI 7981. This document strengthens the guidance available to contractors, installers, rental companies, and safety professionals, supporting safer planning, installation, operation, rescue, and supervision of mast climbers."



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NOMINATIONS OPEN FOR STARS OF THE FUTURE

The CPA has opened nominations for this year's Stars of the Future Awards, which hope to discover the most promising apprentices and trainees in the industry.



Now in its 14th year, the awards are entirely free of any charge to enter and are open to all trainees, both those working with CPA members as well as non-members as long as they are employed by a company associated with the construction-related equipment industry. This includes but not limited to, all types of rental companies - cranes, aerial work platforms, earthmoving, etc - along with equipment manufacturers, contractors, suppliers and others operating in the sector with apprentices and trainees in their workforce.

The deadline for entries is the 20th March, with winners announced at the annual awards ceremony on the 9th July at the Heart of England Conference and Events Centre in Fillongley, near Coventry, which will be hosted by industry journalist Peter Haddock.

CPA chief executive Steve Mulholland said: "Recognising the significant contribution of apprentices and trainees to our industry and supporting their development has never been more crucial. Stars of the Future is a fantastic celebration of the positive impact apprentices have within our sector, and it highlights the opportunities available for others to join the equipment rental industry."

"To all employers, not just CPA members, if you have apprentices in your business who you believe will be the leaders of tomorrow, please don't hesitate to nominate them for a Stars of the Future Award. Past winners have said that being nominated by their employer or training provider was an incredible achievement, and it truly makes a difference to both their careers and to the industry as a whole."

Last year's winners received prizes such as tool kits, machine training courses, iPads, a visit to Liebherr's crane plant in Southern Germany, a trip to the Woffkran tower crane facility in Luckau, Northern Germany, and VIP days with JCB.

You can find more information and make a nomination at: <https://cpa.uk.net/product/stars-of-the-future/>



Last year's National Winners

ILLAPG YEAR END MEETING

The Industry Lifting Lead AP Group (ILLAPG) held its final meeting of 2025 on December 11th which was once again hosted by GGR.

This was the 40th meeting for the group and provided an opportunity to review progress. Key agenda items included updates to the ILLAPG project log, continued discussion on EN 13000 - with a particular focus on mobile and crawler crane work at height - as well as feedback from recent industry surveys.

The wider session included presentations from Tom Pawson, chief engineer at engineering company Costain, on design for lifting, standards developments, CPA updates, CITB engagement, and continuing professional development, with a focus on slinger-signaller competence and lift planning guidance. Attendees also participated in Christmas Jumper Day, with the ILLAPG raising £77 for charity as part of GGR's Christmas fundraising.

Dates for this year's ILLAPG meetings will be released in the coming months.



Attendees in their Christmas jumpers



The meeting

CPA AT EVENTS FOR 2026

The CPA will attend the Executive Hire show taking place in Coventry on the 11th and 12th of February.

The association will have the new Tenstar construction simulator on its stand, which enables the remote operation of telehandlers, tower cranes, and other lifting equipment using realistic controls and 3D motion. The CPA will then use this simulation at schools, colleges, and careers events across the country to promote the lifting industry and encourage young people to consider it as a career.

The CPA team will also be on hand to offer all manner of advice and information. Other CPA events include the CPA Conference and lunch in London this May, Vertical Days in Newark in September and the CPA Gala Dinner which returns to Liverpool in November.

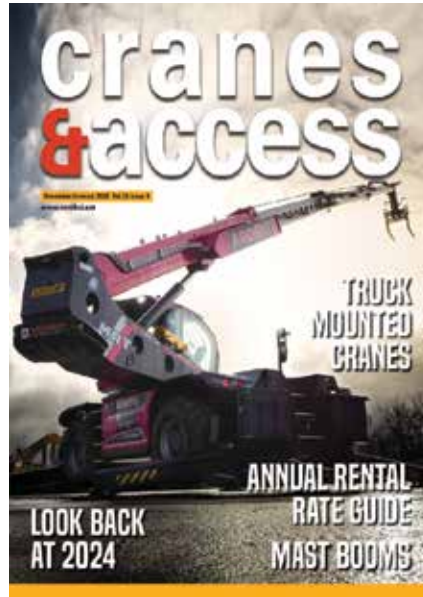


COVER OF THE YEAR 2025

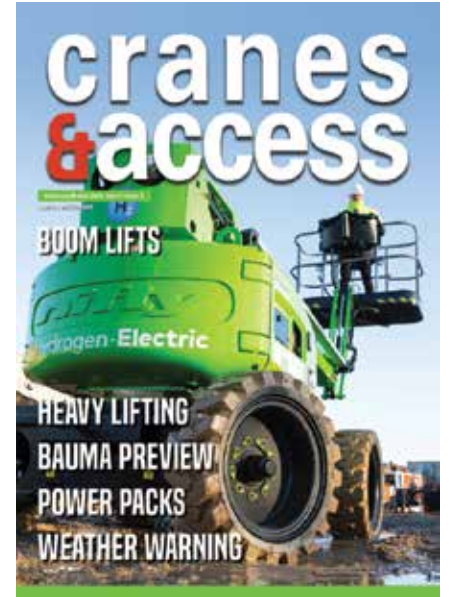
After the success of last year's 'cover of the year', we decided to run it again and let you - our readers - have the chance to vote on which one you liked best. All those that participate will have their names entered into a draw for a decent prize, what it is will depend on where you live in the world as - we will probably have to source it locally. So please do join in.



Simply click on the link or scan the QR code to vote:
<https://vote.vertikal.net/>



December/January 2025



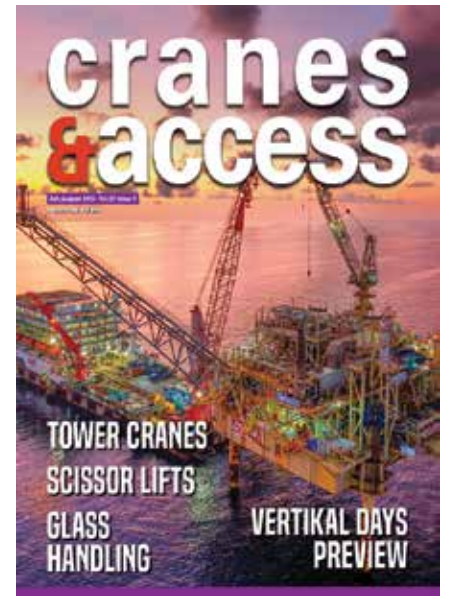
February/March 2025



April/May 2025



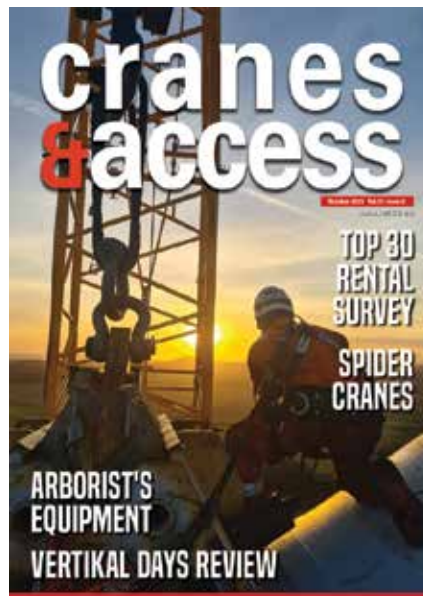
June 2025



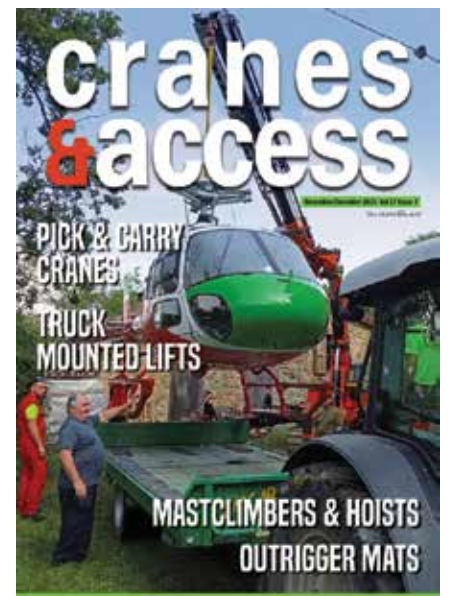
July/August 2025



August/September 2025



October 2025



November/December 2025



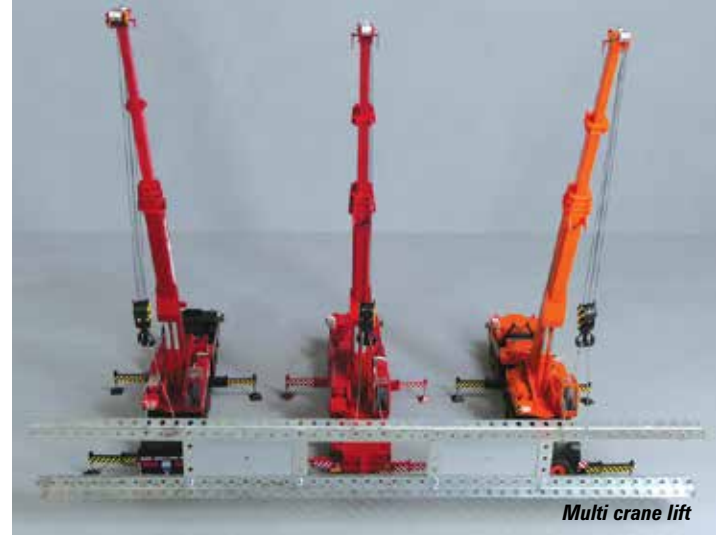
Van Seumeren version



Seu-M-Imo version



Twin rear winches on the Mammoet unit



Multi crane lift

GOTTWALD AMK 126-63

The real Gottwald AMK 126-63 was launched in 1976 as a six axle, 100 tonne All Terrain crane on a Faun chassis. In 1979, it was uprated to 125 tonnes and in 1985 to 130 tonnes on a Gottwald chassis. It was a transformational and successful machine well ahead of its time. In total, 126 units were produced over 10 years, 77 on Faun and 49 on the Gottwald chassis, shown here.

Dutch international heavy lift group Mammoet purchased four units in the 1980s, painted in three different Mammoet group liveries which have been modelled by Kranlab in 1:50 scale. Each is made in limited numbers and comes with a numbered Collector's Card.

The models come in the colours of Van Seumeren, Seu-M-Imo - which had two units - and Mammoet, and they have different detailing depending on the version.

The carrier has a plastic transmission system. The tyres have branding in the side walls, with different wheel hubs for driven and non-driven axles. All wheels spin freely enough, while there is independent steering on axles 1, 2, 3 and 6.

The carrier cab is detailed and has printed headlights, while mesh grilles and sharp graphics are well modelled.

The outrigger beams are two stage with the inner section made of tough plastic, which yields a little under load. The outrigger pads are metal but cannot be firmly attached to the screw thread cylinder rods, which do not fully retract, so in transport mode, it looks best if the rods are removed.

The superstructure cab is detailed, with good graphics, and hydraulic hoses enhance the look. Some of the detailed parts are printed plastic and vary across the three versions. The counterweight can be detached and posed in transport mode, and in service, the counterweight can be extended to a greater radius.

The main boom cylinders have lockable extensions. Telescoping the boom works well, and each section can be locked at around 50 and 100 percent of extension. The boom sections have thin wall thicknesses, although there was a slight colour variance across the sections.

A large hook block is included which has a fiddly separate plastic top cover. A key is used to operate the main winch, which relies on friction to hold a load.

The models are very detailed, but due to the low production numbers, some parts are 3D plastic printed, which does not match the highest quality of the best modern models. However, it is great to see models of this historic Gottwald crane, and Kranlab has generally made a very good job of it.

They each cost €369 from the Mammoet Store: <https://store.mammoet.com/en>



Mammoet version

CRANES ETC MODEL RATING

Packaging (max 10)	7
Detail (max 30)	27
Features (max 20)	16
Quality (max 25)	19
Price (max 15)	10
Overall (max 100)	79%

To read the full review of this model visit www.cranesetc.co.uk

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READERS LETTERS

NO CRANE NO GAIN

Dear Leigh,

Can any of your readers offer any insight or explanation on the attached?

I have come up with nothing!

All the best,
Philip Bishop

We have had an initial response after posting online last week as below.

Satirical art

This poster is a piece of satirical artwork titled "Cranes: The Movie," created by the Northern Irish artist Rickydrewapiccy.



FURNITURE HOIST 'COMMENT' REMINDS ME

Good afternoon Mr Darwin,

I read with interest your 'Comment' about the use of a furniture hoist. It reminded me of a recurring incident many, many years ago when I was an assistant quantity surveyor on a Wimpey No Fines council housing estate.

Those were the days when a 15 by 5.5 metre (50 x 18ft) timber shed was used as a storage unit for timber products, OPC, builders' metalwork etc, with a corner 'office' for the site storekeeper and all his files and product documentation.

Needless to say, there was the obligatory site labourer, a good old gofer who toddled around the site delivering what he could and making copious quantities of tea and coffee from a huge tea urn, when the canteen ladies weren't there.

Every Friday, he used to push a brand new wheelbarrow off-site, he only lived around the corner on a previous phase of the development. It didn't click that he was flogging (selling) one a week to mates! I suppose the storekeeper must have been on a percentage for 'handling charges', but as the costs weren't exactly high, the item was written off as damaged.

Have a good weekend.

Regards, Paul Keld

PS When I joined another company, one of my sites was on the huge development area, Canford Heath, north of Poole in Dorset.

The site agent was an ex-bricklayer and was building his own house - using materials from his site! He got around it by ordering external joinery, lintels, bricks, blocks, etc and joists, trusses for one house type that wasn't planned for a particular plot and had the materials delivered to his plot, on the other side of Broadstone. It wasn't until his house was at the second fix stage/kitchen units that the accounts department cottoned on to the misuse of company property!

TURNING 90

Dear Leigh,

Today Margaret Caton and I joined Paul Adorian, the founding director of the International Powered Access Federation - IPAF - to celebrate his 90th birthday. Attached is a photo taken of the three of us during the party. I thought it might be nice to have this in your publications as everyone in the access industry knows Paul. He was in great form and it is hard to believe that he is 90! Hope you are keeping well.
Jean Harrison



CLIVE EDWARD HURT 1951-2025

We have received the sad news that UK rental entrepreneur Clive Hurt has died suddenly. He passed away peacefully, having enjoyed life to the full up until then, he was 74. He leaves behind his wife Emma, daughters Caroline and Nicola and son Richard, along with six much-loved grandchildren.

Clive Hurt founded the general rental company Hurt Plant Hire in Leyland, Lancashire, in 1972, formally incorporating it in October 1984. In the years that followed, he built it into a four-location business in North West England and Wales, with revenues of almost £26 million and pretax profits that peaked at almost £4 million. The 400 unit rental fleet included telehandlers, crushers and screeners, wheeled loaders and large excavators. Along the way Clive was joined by his son Richard, with the two working together until the business was acquired by Fox Brothers in 2020 although both remained on board, helping ensure a good ownership transition.

The funeral service was held on January 7th in Preston. Donations if so desired to St. Catherine's Hospice or the 'Natalie Kate Moss Trust': Brain Haemorrhage Charity.

A statement from the Fox group said: "Clive will be remembered not only for his lasting contributions to the plant hire industry, but for enjoying life to the full. Our thoughts are with his family and friends. Hurt Plant Hire

became Fox group's first acquisition and marked an important milestone in our journey."



Clive Hurt

DOUGLAS GORDON ANDERSON 1955-2026

Douglas Anderson, joint managing director of UK general rental company GAP group has died. He passed away suddenly in the first few days of January at the age of 70.

The GAP group was established in Glasgow in 1969 by Gordon Anderson and is still a family owned company. Douglas Anderson joined the family business in 1978 as the first member of the second generation of the Anderson family to run the GAP group, along with his younger brother, Iain.

A statement posted by the company from Iain and Mark Anderson, a member of the third generation, said: "It is with profound sadness that we share the news of the sudden passing of Douglas Anderson. Douglas was a true visionary in the world of hire, and his life dedicated to the business has enabled GAP to be where it is today.

This is an incredibly tough time for our family. It goes without saying that along with the rest of the board, we will continue to build on Douglas' legacy."



Douglas Anderson

The following obituary was received by former Coles Crane Marketing guru and founder of advertising agency CSA - Martyn Wilson.

FRANK BACON, FORMER COLES CRANES MANAGER 1926-2025

Francis Alexander 'Frank' Bacon, the Midlands area manager for Coles Cranes from 1969 until 1984, passed away on Saturday, 29th of November having suffered from a brief chest infection, followed by Sepsis. He was 99 and just nine months away from his 100th birthday.

Frank's career with Coles was the result of a series of happy accidents. Like many men of his generation, Frank Bacon was called up for his National Service in August 1944, at the age of 18. The war in Europe ended shortly before he had completed his training, while the war in the Far East came to an end before he could be shipped out. Instead, he was diverted to India, where the last viceroy, Lord Mountbatten, was overseeing Indian independence and the partition of the subcontinent into India and Pakistan.

During his time in India, Frank was commissioned as a second lieutenant in the Royal Artillery, returning to the UK a few months later. He was demobbed in early 1948 after suffering a bout of appendicitis and went back to his previous career with a firm of Birmingham stockbrokers.

Speaking of it later, he said that with so many other men returning from the war, and looking for work, his chances of long term success in that field seemed remote. So, in August 1949, he handed in his notice and went to the 'Appointments Bureau' in Broad Street, Birmingham, one of a number which had been set up by the government to help those returning from the forces find jobs.

He was fortunate to be interviewed by a former colonel in the Royal Artillery, and, in Frank's words, "We had a chat about the war for about an hour and a half, after which he said 'I suppose you want a job'. He was not impressed with my capabilities, but found a firm in the Jewellery Quarter that needed an office manager. Right up my street!"

THE INTERVIEW

In the interview the following day, he met "a charming character, Robert Albon", the Midlands area manager for Coles Cranes. The job involved running a small office with two secretaries, four service engineers and four salesmen.

Albon had been a major in the Reconnaissance Corps, serving throughout the war, and he got on well with this fellow officer. As a result, Frank was offered the office manager's job at £6.50p a week, starting the following Monday. At this point, Robert Albon told Frank that having only recently arrived in Birmingham and had never actually seen a crane. He had previously sold EUK catering equipment, a sister company of Coles based in Oldham. Accordingly, he would be out of the office most of the day, leaving Frank in charge.

Frank enjoyed the office work, got on well with his colleagues, and even learned a bit about cranes, particularly when a 12½ tonne Coles truck crane arrived outside the office to collect some parts - much to the delight of a crowd of children who swarmed around it. Ambitious by nature, after two years in the job, Frank suggested to Albon that he might be up for promotion. A couple of weeks later, in August 1949, Coles' managing director, James Steel, arrived at the office, interviewed Frank, and, to his surprise, promoted him to a sales representative, even though he had no engineering knowledge.

He attended a training course at the Coles plant in Sunderland, where he met UK sales director Reg Keates, who told him he would be fine. Back in Birmingham, equipped with Coles crane brochures and a three year old Ford Anglia car, Frank began his career in sales, covering part of the Midlands region. He enjoyed the job, despite telling everyone he met that he wasn't much of a salesman. Throughout the 1950s and 1960s, he enjoyed a stellar career as a sales representative, the territory around his home town.



Frank is in this photo but do not have all the name. Perhaps some of older readers might be able to identify them?

KINDNESS AND GOLDEN YEARS

Those years were very much a golden age for Coles, especially in the Midlands, home to the UK car industry, major engineering companies and crane rental businesses. Those who had dealings with Frank, both customers and colleagues, remember his unflinching kindness and good manners, which helped make him extremely successful. In August 1969, he was promoted to Midlands area manager, responsible for five sales representatives, 16 service engineers, and support staff.

In 1984 when the Acrow group, which had acquired Coles in 1972, collapsed, the Coles UK sales operation was cut back, and all area offices closed, prior to its acquisition from the administrators by Grove. Frank Bacon was made redundant, along with most of his team, so he set up a crane consultancy to provide advice and support to some of his former customers. He also found work at a business selling conservatories before enjoying retirement to tend his beloved garden and play tennis, a passion of his since the 1950s.

Frank Bacon will be remembered fondly by everyone who knew him, including his two sons, five grandchildren, and three great grandchildren - with another three on the way! His funeral was held on Monday 5th of January 2026, in Solihull.

Best wishes
Martyn Wilson

NEIL WALLACE RIP

I have some rubbish news to share to start off the year about one of our much loved regional managers, Neil Wallace. While on a family Christmas break in Spain, Neil became ill and was admitted to the hospital, but things went downhill from there, and sadly, he passed away with his son and fiancée by his side.



We are all gutted to lose such an important member of our training team, and our thoughts are with his family at this awful time. Neil began his career at HSS Hire in 2017 as a branch manager in Southampton, where he gained a great reputation for his knowledge and integrity. We got lucky when he agreed to come over and join HSS Training in March 2019.

He was a brilliant trainer, his dry sense of humour, patience, industry knowledge and genuine care for his delegates getting the best from the course made him excel in his new role. He loved sharing his knowledge to help others, and it always came across in his training that it was more than just a job for him, and more of a passion.

He took on the role of training manager a couple of years ago and applied all of the same principles, mentoring and supporting his team.

I will miss him loads, our meetings and social events will never quite be the same again without Neil there.

Darren Verschuren

We have not yet managed to pull together a full and proper tribute, but Neil was a proud Scott and Glasgow Rangers supporter, and leaves behind his fiancée Sue, just six months prior to their wedding and son Craig. His funeral service will be held at Wessex Vale Crematorium on Monday 9th February 2026 at 16:00.

A couple of the many online comments include:

So sad to hear this news. This loss has personally hit me hard. I recruited Neil into HSS back in 2017, he worked under my leadership as a Branch Manager, where he did a fantastic job. Neil was an absolute honour to work with and consistently demonstrated the utmost professionalism throughout his career. When he made the move into HSS Training, it was the perfect step for him as teaching, leading, and developing others was truly his passion.

My thoughts and prayers are with Neil's family and friends at this incredibly difficult time. He will be deeply missed by everyone at HSS who knew him and had the privilege of working alongside him.

Patrick Kavanagh

Deeply saddened by the passing of Neil, a great character, witty yet wise, joyful yet authentic, driven yet relaxed, and a happy presence all round.

Greatly missed both professionally and socially, and our personal banter over the years with his beloved Glasgow Rangers will remain with me. No doubt he will be smiling with their recent form. My thoughts are with his family and loved ones at this difficult time. Rest in peace, young lad.

John McNeilly

2026

Swissbau

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

**IPAF Elevando Espana**

February 5, 2026
Madrid, Spain
Tel: +44 (0)15395 66700
www.ipaf.org/elevando-espana

**Executive Hire Show**

February 11-12, 2026
Coventry UK general rental equipment
Tel: +44 (0)207 973 4630
www.executivehireshow.co.uk

**The ARA Show 2026**

March 2-5, 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

**IPAF Elevation****Deutschland und Österreich**

March 4-5, 2026
Hamburg, Deutschland
Tel: +44 (0)15395 66700
www.ipaf.org/elevation-germany
events@ipaf.org

**Buildtech Asia 2026**

March 26-28, 2026
Event for construction industry.
Singapore, Singapore
Tel: +65 6319 4020
www.buildtechasia.com.sg

**Smopyc 2026**

April 15-18, 2026
Spanish construction equipment exhibition
Zaragoza, Spain
Tel: +34 976 764 700
www.feriazaragoza.es/smopyc

**Hanover Messe 2026**

April 20-24, 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,
Amelia Island,
Florida, USA
Tel: +1 (703) 698-0291
https://www.scranet.org/SCRA/
Events/

**Nordbygg**

April 21-24, 2026
Swedish construction exhibition
Stockholm, Sweden
Tel: +46 8 749 41 00
www://nordbygg.se/en/

**IPAF Summit 2026**

April 21-22 2026
IPAF AGM, meetings and
seminar, awards dinner.
Istanbul, Turkey
Tel: +44 (0)15395 66703
https://iapa-summit.info/

**Scotplant**

April 24-25 2026 Edinburgh, Scotland
Scotland's largest construction
equipment exhibition
www.scotplant.com

**Samoter**

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

**IPAF Anchio**

May 22, 2026
Brescia, Italy
Tel: +44 (0)15395 66700
www.ipaf.org/anchioevents@ipaf.org

**Hire26**

May 27-28, 2026
The Hire and Rental association of Australia
and Elevating Work Platform Association
annual convention
& expo Sydney, Australia
Tel: +61 (0) 299982255
www.hriaconvention.com.au

**Crane Rental Association of Canada Annual Conference**

June 2-4, 2026
The annual Canadian crane conference
Edmonton, Alberta, Canada
Tel: +1 780.790.2722
www.crac-aclg.ca/en/

**Apex 2026**

June 2-4, 2026
International powered access
show Maastricht,
The Netherlands
Tel: +31 (0)547 271 566
Fax: +31 (0)547 261 238
https://apexshow.

**IRE Show**

June 2-4, 2026
International rental show
running alongside APEX
Maastricht, The Netherlands
Tel: +31 (0)547 27 15 66
https://ireshow.com/

**ERA Convention 2026**

June 2-4 2026, Maastricht
Tel: +32 2 761 16 04
www.erarental.org

**IPAF Elevation**

July 1, 2026
Burton-on-Trent, UK
Tel: +44 (0)15395 66700
www.ipaf.org/elevation

**HCEA Convention and Old Equipment Exposition**

August 28-30, 2026
The Historical Construction Equipment
Association's annual convention and expo
Concordia, Kansas, USA
Tel: +1 419-352-5616
https://hcea.net/

**Vertikal Days 2026**

September 9-10, 2026 Newark showground,
Nottingham, UK UK/Ireland Crane, access
and telehandler event.
Tel: +44 (0) 8448 155900
www.vertikaldays.net

**IAA Transportation**

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

**JDL Expo**

September 16-18, 2026 France's
crane and access event Beaune
Tel: +33 (0)1 45 63 68 22
www.jdlexpo.com/

**Platform Gunleri 26**

September 17-19, 2026
Annual exhibition of Platformder - the Turkish
aerial work platform association
Istanbul, Turkey
Tel: +90 216 466 87 22
www.platformgunleri.org/

**Internationale Schwerlasttage**

September 18-19, 2026
German conference on heavy lifting,
transport, rigging, and installation
Hohenruda, Germany
Tel: +49 (0) 6181 9060 705
www.schwerlasttage.de

**Bauma Conexpo India**

September 28 - October 1, 2026
Exhibition in India Noida,
Delhi, India
Tel: +49 89 949-20255
www.bcindia.com/en/

**Platformers Days 2026**

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

**CICA Conference 2026**

October 28-30, 2026
The annual conference of the
Crane Industry Council of Australia
Hunter Valley, Lovedale, NSW, Australia
Tel: +61 03 9501 0078
https://cica.com.au/cica-conference-2026-eoi/

**Crane Safety 2026**

November dates to be confirmed
Crane safety conference organised by
the Institution of Mechanical
Engineers, Manchester, UK
Tel: +44 (0)207 973 1251
www.eventsportal.imeche.org

**Bauma China 2026**

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



2027

Baumag

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

**SC&RA Annual Conference**

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

**Maxpo**

September 2-4, 2027
Finland's largest special exhibition
for earthmoving and environmental
maintenance machinery
Hyyinkää, Finland
Tel: 040 450 3250
www.maxpo.messukeskus.com/en/

**Matexpo 2027**

September 8-12, 2027
Belgian construction equipment exhibition
Kortrijk, Belgium Tel: +32 56 98 07 60
www.matexpo.com/en/

**GIS 2027**

September 2027 dates to be confirmed
Italian crane, access and heavy transport
exhibition Piacenza, Italy
Tel: +39 010/5704948
www.gisexpo.it

**The Utility Expo**

October 5-7, 2027
The US utility industry's largest
equipment show Louisville, Kentucky, USA
Tel: +1 414-274-0644
www.theutilityexpo.com

**M&T Expo**

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



2028

Bauma 2028

April 3-9, 2028
World's largest construction
equipment show Munich,
Germany
Tel: +49 (0)89 51070
www.bauma.de



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<https://vertikal.net/en/cranes-and-access/media-pack>

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