

# cranes & access

February/March 2026 Vol.28 issue 1

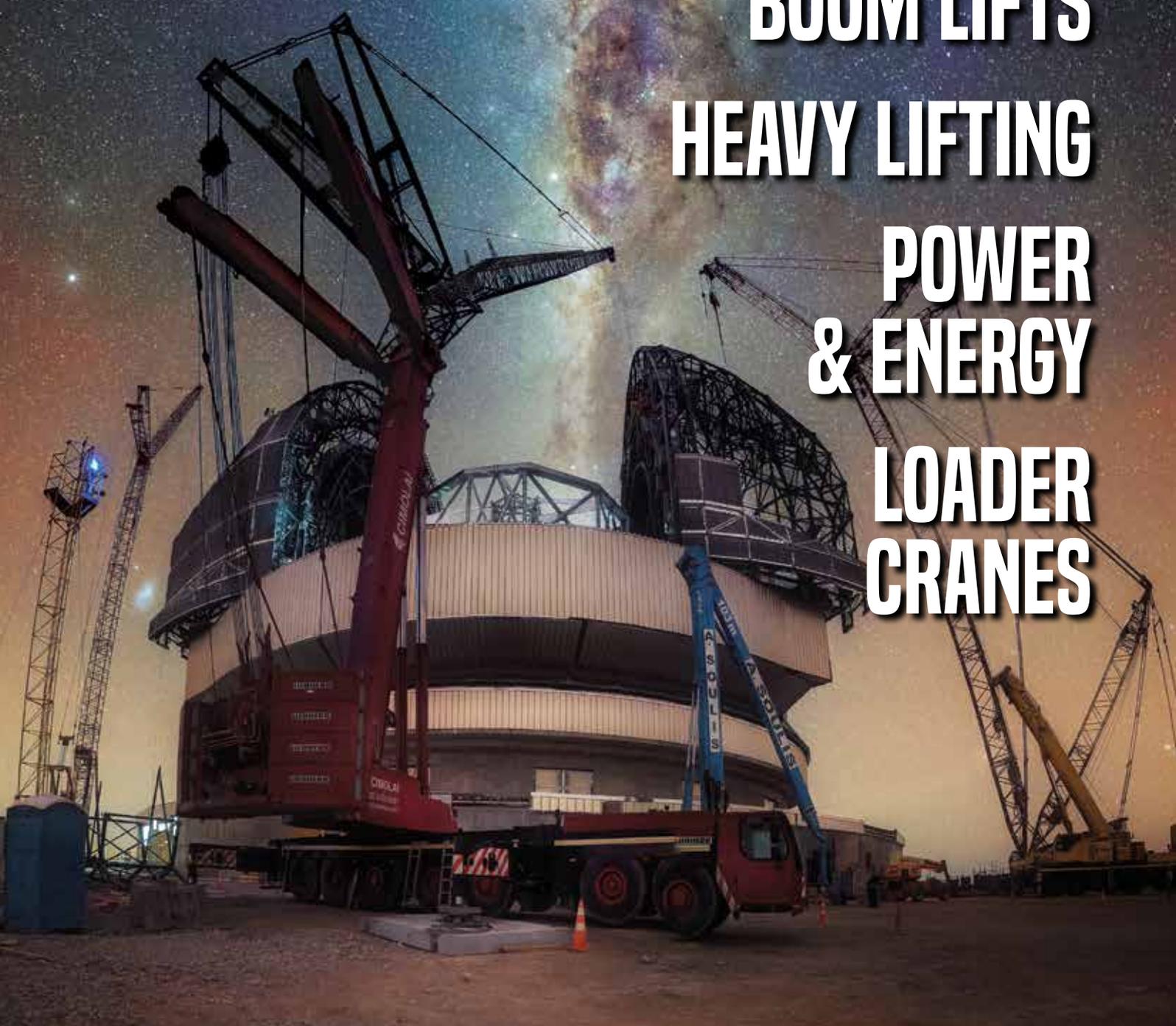
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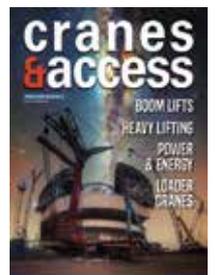
We review the first UK equipment show of the calendar year - the Executive Hire Show - which has an increasing amount of products that are lifting and access related.

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## ON THE COVER

The world's largest optical and near-infrared telescope, with a primary mirror diameter of 39 metres, is currently being built on Cerro Armazones in Chile. A project of the European Southern Observatory (ESO) will allow unprecedented insights into the depths of the Universe.



## IN THE NEXT ISSUE

Scheduled for publication in mid April, the next issue of Cranes & Access will include features on Crawler cranes, Van and small truck mounted platforms, The annual Equipment Source Guide, Trailers and transportation as well as Conexpo and ARA show reviews. 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

## SAFETY GONE TOO FAR?

Obsessions are often unhealthy, and when applied illogically or incorrectly, can even be dangerous.

Rightly or wrongly, in construction - whether it be a home extension or a multi-billion nuclear power station - Health & Safety tends to dominate the day to day activities, sometimes obsessively to the detriment of project schedules, cost and ultimately safety, by bringing the whole subject into disrepute.

It can even border on the ridiculous, delegating safety to paperwork, tick box checks and extra gadgets, even on work areas/practices that quite frankly do not need it and are simply applied as an ass-covering company policy, or even worse, the H&S manager's preference as they try to gold plate what their predecessors did.

Improved safety on site is, of course, more than welcome... it is absolutely essential. I worked on large construction sites almost 40 years ago, and some of the 'accepted' methods and shortcuts taken then were plain insanity. A donkey jacket and a pair of boots were all the PPE you needed, whatever the task or risk.

Yes, we should all welcome the safety improvements that have come into force since then, particularly those related to the design and operation of cranes, telehandlers and aerial work platforms. There is no question that the

increasingly consistent standards and directives - CE, AS/NZS, ANSI and now ISO - have resulted in safer equipment from all manufacturers, even if their detailed design points differ a little. They all comply and are safe to use.

However, in the past year or so some major contractors have started making up their own rules, particularly in and around London in the UK, refusing to let work platforms onto their sites unless they have a specific type of overhead crushing protection system - even when they are already equipped with the manufacturers' latest hi-tech offering and comply with all the relevant standards, approvals and best practices.

Not only do the contractors want their preferred system fitted, but they are unwilling to pay anything towards installing the additional system.

As a result, IPAF felt it needed to step in and issued a strong statement regarding secondary guarding systems/entrapment protection, advising contractors that whatever system is installed, it cannot replace sensible, diligent safety practices. As IPAF and the UK's Health & Safety Executive stress, 'there is no substitute for good planning, competent supervision and vigilant operations'.

You could argue that if all work was carried out correctly, there would be no need for the growing number of idiot proofing devices in the first place.

### Mark Darwin

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

## ANOTHER NEW LEGUAN

Finnish aerial lift manufacturer Leguan Lifts has launched a new 17 metre spider lift, the 170. The new lift features a simple single section riser, topped by a two section telescopic boom and a jib with 120 degrees of articulation, providing a maximum working height of 16.8 metres and maximum outreach of 8.9 metres with 120kg in the 1.3 metre by 760mm platform, while its maximum platform capacity of 250kg is available at an outreach of eight metres or a working height of 15 metres. The overall outrigger footprint is 4.12 metres square.

The 170 has a stowed width of 1.34 metres, with an overall length of 5.3 metres, with the basket in place, while the stowed height is 2.1 metres. Power comes from a Kubota diesel or an electric motor, overall weight is 2,530kg. Other standard features include automatic levelling, Home and 'Return to work' controls, and automatic outreach monitoring. Remote controls and non-marking tracks are optional.



## BIGGER SKYJACK COMPACT RT

Skyjack has announced the launch of the 40ft SJ6940 RT, an all-new compact Rough Terrain scissor lift. The new model tops the company's compact RT scissor lift line-up with a maximum working height of just over 14 metres, and a maximum platform capacity of 363kg - three people indoors and two outdoors. When the 1.07 metre platform extension is deployed the machine has one of the longest decks of a compact RT at 4.52 metres and can be driven at full height with deck extended.

An oscillating front steering axle and auto-levelling jacks are standard on European and Australian versions, but optional on North American models. The Kubota diesel is HVO ready, while the four wheel drive system employs four hydraulic wheel motors with torque hubs and 'intelligent adaptive drive'.

The SJ6940 RT has an overall width of 1.8 metres, an overall length when stowed of 3.63 metres and an overall height of 2.74 metres, or 1.91 metres when guardrails are lowered. Total weight is 5,135kg.

The new lift will make its first public appearance at the ARA and Conexpo with shipment due to start immediately for the Americas, Europe, and Australia. The shows will also see the launch of the North American versions of the new SJ5545 E electric drive slab scissor lift and its new electric/hybrid articulated boom lifts the SJ45 AJE+ and SJ60 AJHE+.

## NEW RAIMONDI FLAT TOP

Italian tower crane manufacturer Raimondi has launched the T87 flat top tower crane, extending its T Series range and replacing the MRT85 with a maximum capacity of three or five tonnes. The crane shares mechanical and structural components with other models in the T Series, with the first 10 units already delivered and erected on sites in Italy and France.

The five tonne version offers a maximum jib tip capacity of 1.38 tonnes at 51 metres in UltraLift two/four fall configuration and a maximum hoist speed of 78.7 metres a minute. The three tonne unit offers a jib tip capacity of 1.43 tonnes at 51 metres in two fall configuration with a hoist speed of 82.13 metres a minute. The cranes are also equipped with Raimondi's ConCore control system, designed to simplify commissioning and troubleshooting.

The crane has a lightweight overall design, with the heaviest single component weighing less than three tonnes, and an eight metre counter jib, this allows the complete 51 metre jib, including counterweights, to be transported using two articulated trucks.

## NEW NOBLELIFT MICRO SCISSORS

Chinese/Malaysian aerial lift manufacturer Noblelift has launched two 'New Generation' slab electric micro scissor lifts - the 12ft SC06E and 15ft SC07E. The SC06E offers a maximum working height of 5.7 metres and a platform capacity of 240kg, with an outdoor working height limit of 3.7 metres.

The lift has an overall width of 760mm, is 1.52 metres long, with a stowed height of 1.91 metres with guardrails up. Platform dimensions are 1.36 metres by 740mm, with a standard 600mm roll-out deck. The overall weight is 990kg. Standard features include active automatic pothole protection, drive at full height and automatic gate locking. Power is supplied by two 12V/100Ah batteries, powering twin front axle direct drive motors.

The specification on the 15ft SC07E is almost identical, except it offers a 6.7 metre indoor working height - 5.7 metre outdoors - has an overall stowed height of 1.99 metres and weighs 1,040kg.



## SKYJACK'S NEW 32FT NARROW E

Skyjack will launch a new 32ft narrow aisle slab electric scissor lift - the SJ3232 E - at Conexpo.

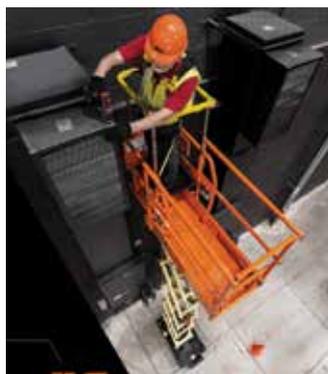
The new scissor lift has direct electric rear wheel drive, a maximum working height of 11.5 metres, and is driveable at full height indoors or with one person and has 9.1 metres working height outside. Platform capacity is 249kg, with a 900mm roll-out deck extension as standard. Overall width is 810mm, while the overall length is 2.33 metres. Stowed height is 2.39 metres or 1.99 metres with guardrails folded. Total weight is 2,654kg.



## 26FT JLG MICRO

JLG has added a new 26ft micro scissor lift to its range - the ES2632M - with a maximum working height of 9.77 metres and a platform capacity of 272kg. It joins the 13ft ES1330M, 15ft ES1530M and 19ft ES1930M in JLG's micro line up and has an outdoor rated working height of 7.49 metres with one person.

Overall width is 810mm, overall length 1.84 metres, and overall height when stowed 2.11 metres. Quick-Fold guardrails take the stowed height below two metres. An 860mm roll-out deck extension is standard, as is a leak containment system. The all up weight is 2,060kg. Options include AGM or lithium batteries and an integrated 560 x 580mm step-up platform, providing an additional 495mm of working height.



## JLG QUAD TRACK TELEHANDLER

JLG has unveiled the 1043T - a 4,500kg/13.2 metre quad track telehandler concept machine aimed at customers working on specific and challenging construction projects. The machine made its debut at the World of Concrete exhibition and will be a key feature of its Conexpo stand.

The company said: "The 1043T Quad Track telehandler is about enabling productivity in the most challenging ground conditions. This concept model lets us show customers how tracked mobility can help their crews stay on schedule when terrain becomes the biggest obstacle."



## CRANESAFE – AUSTRALIA TO USA

Australian crane association CICA (The Crane Industry Council of Australia) has signed a strategic partnership with the United States crane operator certification system NCCCO (National Commission for the Certification of Crane Operators) in a move to strengthen international crane inspection standards and safety outcomes.

The agreement will kick off with the launch of CICA's Green Sticker by CraneSafe (GSCS) programme in the USA, which is set to become the country's first national, standardised approach to periodic crane and load handling equipment inspections.

Developed in collaboration with NCCCO Certification, the programme is based on CICA's well accepted and proven CraneSafe model, which provides crane owners, site managers and employers with a consistent, transparent and defensible way to verify inspection processes.

The Green Sticker by CraneSafe programme brings together CCO certified independent inspectors, equipment specific inspection forms and a standardised inspection process designed to deliver reliable, repeatable results.

In Australia, the CraneSafe Green Sticker system has become a cornerstone of crane safety, embedded in annual inspection regimes and widely supported by crane owners, contractors and regulators. The expansion of this framework to the USA represents a significant move for the crane industry worldwide.

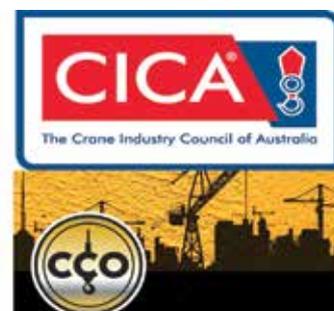


## PORT CRANE JV FOR STAFFORD

Stafford Port Cranes and Core Lifting Services are to establish a joint venture company to manufacture port cranes in the USA. Registered as Port Cranes of America, Stafford says that it will start building its first unit in March, with the first crane being an RTG (Rubber Tyred Gantry) demonstration model.

Core Lifting Services is related to offshore crane manufacturer Seatrax Marine Cranes, while to date Stafford has focused on tower cranes, following its acquisition of Portuguese crane manufacturer Soima in 2021. It announced its entry into the Ship To Shore crane market in August 2024.

The new cranes will be manufactured at the Seatrax yard/plant in Belle Chasse, on the south side of New Orleans, Louisiana. The first crane is expected to be a 40 tonne unit on 16 wheels, with the aim of keeping local content high enough to comply with the BABA (Build America Buy American) programme. Stafford has also been designing a more sophisticated STS model at its design 'hub' in Milan, Italy, but this is expected to take longer.



## NEW BÖCKER TRAILER CRANE

German crane and hoist manufacturer Böcker has launched a new 2.5 tonne electric powered trailer crane, the AHK 36e X. It features a three section main boom topped by a three section 11 metre hydraulic luffing jib, all of which provides a maximum tip height of 36 metres, with the optional two metre manual extension installed.

The jib has a capacity of 500kg and can be telescoped when under load, while the electric drive winch has a 1.5 tonne line pull. An optional work platform offers a maximum working height of 32 metres. The onboard battery allows for 140 lifting cycles, and recharges from a standard 230 volt outlet. An optional additional counterweight provides more capacity at long reach, offering an additional two metres radius with a 250kg load. The extra counterweight plates attach to the crane's frame after setup and can easily be installed by a single person. The new chassis design includes an improved outrigger setup with auto levelling and sensing, which also increases the working slope angle, and ground clearance for transport.



## WOLFF OPERATORS' STRIKE

In January Wolffkran UK operators belonging to the Unite union voted to stage a series of one day strikes. Between 80 and 90 operators are said to be involved with the issue which relates to the level of pay increases over the past three years. On the day the operators were due to go on strike, the company issued a statement highlighting an offer made in August, which it says significantly increased basic pay.

The statement added: "This comes as a huge disappointment to all of us who have worked hard to resolve this issue, and we are saddened that a proportion of our 123 operators, whose average pay is almost £66,000 a year, have chosen this course. Wolffkran lays the responsibility squarely at the door of Unite and its members due to their inflexibility during negotiations and failure to seek a solution. We are and have always been open for further discussions but have not seen any appetite from Unite to resume dialogue."



## SOCAGE INDIA

Socage has acquired full ownership of Macons Socage, its joint venture in India with Macons Equipments which dates back to 2016. It now becomes Socage India.

Macons also produces loader cranes and is based in Ahmedabad, Gujarat, north of Mumbai. It has part manufactured and mounted some of Socage's smaller truck mounted lifts, while selling larger models and spider lifts produced in Italy.



## KLUBB RESTRUCTURES

In early February, French aerial lift manufacturer Klubb filed a judicial rehabilitation request (redressement judiciaire) with the Commercial Court of Bobigny to allow a formal financial restructuring process, which typically lasts up to 18 months and is not dissimilar to Chapter 11 in the USA. The proceedings concern Klubb Group and its subsidiaries Klubb France, Klubb sarl and Klubb Engineering. Other businesses in the wider group are not affected or part of the proceedings.

The company said: "This process is intended to implement a restructuring of the group's liabilities and sustainably strengthen its financial structure. It comes at a pivotal stage in Klubb's development, as we are currently benefiting from an unprecedented order backlog and strong commercial momentum, both in France and internationally. However, following several years of inflation, shifting demand patterns, and significant tensions in supply chains, reorganisation measures have proved necessary to support further growth."

Klubb Group employs 650 across four plants in France, one in Italy and one in the UK, directly and through its subsidiaries and has a network of 48 distributors.

## ATLAS ENTERS ADMINISTRATION WITH NEW LEADERSHIP

German loader crane and excavator manufacturer Atlas filed for administration in February and appointed a new leadership team. Business will continue, including production, spare parts service, and customer support functions. Other companies in the group - Atlas Spare Parts, Atlas FF, Atlas Group Services, and Atlas Kompakt - are also threatened with insolvency, and applications for self-administration have been filed.

The management remains in full control while overseen by a court-appointed administrator. Chief executive Brahim Stitou left the business the following week and has been replaced by a leadership team comprising Bob Litchev, Uri Toudjarov, and Volker Walter.

Atlas was once a challenger to Hiab for leadership of the loader crane market until Palfinger became a force and overtook them both. The companies involved in the process employ around 400 people with revenues in the region of €150 million.



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## MORE 70M BRONTOS FOR BOOM

Australian crane and aerial lift rental company Boom Logistics has taken delivery of four new 70 metre Bronto S70XR truck mounted lifts, part of Boom's current fleet renewal "Asset Regeneration" and expansion programme to meet increased demand for machines of this size. The order comes almost 25 years after the company purchased its first Bronto in 1991.

The S70XR offers a maximum outreach of 38 metres with 120kg in the platform, almost 35 metres with 360kg and just over 30 metres with the maximum platform capacity of 700kg. Based in Melbourne, Victoria, Boom Logistics is a publicly quoted company with more than 800 employees at 17 locations across Australia, with a fleet of 280 cranes and 40 truck mounted platforms/travel towers from 18 to 70 metres. Revenues last year were A\$265 million (\$188 million).



## HAGEDORN'S RESTRUCTURING PLANS

Germany's Hagedorn group has announced restructuring plans for its crane and heavy lift operations, following its acquisition of crane and aerial lift sales and rental company Hüffermann Krandienst from administration in December. A letter to customers said: "Following the acquisition of Hüffermann, the heavy lift and crane logistics activities within the group will be organisationally consolidated and further developed."

Operations will remain "unchanged, stable, and reliable, with no changes to ongoing projects, existing contacts, or agreed services."

Hagedorn was established in 1997 by Thomas Hagedorn, and is based in Gütersloh near Bielefeld, with locations in Berlin, Hanover and Cologne. Ownership remains with the family and is managed by Barbara and Thomas Hagedorn. In the past five years, growth has been explosive, and today the company employs more than 2,000 and has revenues of more than €500 million.

## FIRST FRANNA FOR ROADCRAFT

UK rental company Roadcraft Crane and Plant Hire has taken delivery of the country's first 22 tonne Franna AT22 pick & carry crane. Launched at Vertikal Days last year, the AT22-2 is the first new Franna crane to arrive in Europe for 25 years.

Delivered through UK dealer Crowland cranes, it features a 17.9 metre four section boom, can handle its maximum capacity at up to 1.4 metres radius, or a height of up to six metres and has a fully rigged overall weight of 20 tonnes, with 12 tonnes on the rear axle. Power comes from a Mercedes diesel linked to an Allison six speed transmission. Maximum road speed is 80kph/50mph.

Liverpool based Roadcraft said: "This versatile pick & carry crane is an ideal solution for a diverse range of lifting work, with its lift and carry ability and decent road speeds. Its compact size, articulated chassis and four-wheel drive make it ideal jobs in confined spaces both indoors and out."



Andy Cahill of Crowland (L) with Colin Parkinson of Roadcraft

## 200T ELECTRIC CRAWLER FOR SARENS

Belgian international crane rental and heavy lift company Sarens has taken delivery of a fully electric 200 tonne Sany SCC2000A-EV crawler crane. The crane features an 86 metre main boom plus a 15 to 30 metre fixed jib, while an 18 to 63 metre luffing jib can be added for a maximum system length of 122 metres.

Powered by a 422kWh battery pack, which the company says is good for up to eight hours of standard/typical crawler crane work cycles, but it can also be connected to the grid during operation.

Speaking of the new crane, Sarens said:

"Designed for demanding lifting operations, this crane combines the performance expected of a 200 tonne class crawler with the advantages of zero emission technology. By welcoming it into the fleet, we are reinforcing our commitment to innovation, performance and sustainability - proving that electric technology is not just the future of heavy lifting but is already a reality."



The new SCC2000A-EV



## LUIBL ACQUIRES UPLIFTER

Germany's Luibl group has acquired the operational and business assets of spider crane and vacuum lifter distributor Uplifter following the appointment of an insolvency administrator in November. Uplifter GmbH & Co. KG will be liquidated by the insolvency administrator and all 45 remaining Uplifter staff will transfer to the new company/group.

Luibl's owner Karl Bauer said: "A new company has been established for the business, and will operate under the name Uplifter Group. It will include a number of separate subsidiaries - Uplifter Rental, Uplifter Trading, Uplifter Service and Machine Operators - to handle the various operating divisions of the Uplifter business."



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# FINANCIALS ROUND-UP

## Strong finish for Manitowoc

Manitowoc Crane - which includes Grove, Potain, National Crane and MGX - reported 2025 full year revenues of \$2.24 billion, almost three percent up on 2024, with pre-tax profits improving six percent to \$12.4 million. Revenues from services, parts and distribution jumped 9.8 percent to \$690.5 million. The order book at the end of December was \$793.5 million, 22 percent higher than last year.



## Good first year for Kalmar

Finnish reachstacker and straddle crane manufacturer Kalmar reported a strong first full year as an independent company with revenues of €1.74 billion for the year to December, up one percent on 2024. Order intake was eight percent higher at €1.82 and pre-tax profit up 22 percent to €211 million.



## Slower year for Hiab

Loader crane manufacturer Hiab posted full year revenues of €1.56 billion, down six percent on 2024. Order intake was two percent lower at €1.48 billion, the order book declined 18 percent to €534 million, and pre-tax profits fell five percent to €202 million. The only bright spot was pre-tax profit in the fourth quarter, which was three percent higher at €40.3 million.



## Stronger quarter for Genie

Genie's 2025 full year revenues declined 14.5 percent to \$2.06 billion, while operating profit plummeted 62 percent to \$103 million. However, the order book at the end of December was 11.75 percent higher at \$906 million and fourth quarter revenues improved 6.9 percent to \$466 million while order intake was up 50 percent at \$971 million.



## Vp trading statement

UK rental group Vp - owner of UK Forks - issued a downbeat trading update for the 10 months to the end of January saying the fourth quarter started slowly while reducing expectations for its full year profits.



## Slower year for Haulotte

French aerial lift manufacturer Haulotte reported a 19 percent fall in revenues for 2025 to €512 million. New equipment sales were 22 percent lower at €420 million, rental fell 12 percent to 19 million, and parts & services declined five percent to €73 million.



## United tops \$16 billion

Revenues at US based United Rentals exceeded \$16 billion for the first time in 2025, increasing almost five percent to \$16.1 billion, of which rentals were \$13.8 billion, up six percent on last year's record. Sales of used rental equipment were seven percent lower at \$1.41 billion, while new sales jumped 23.5 percent to \$348 million, albeit from a low number last year. Services and Supplies showed modest gains. Pre-tax profit for the year was down 1.5 percent on last year at \$3.34 billion. Capital expenditure increased just over 17 percent to \$4.19 billion.



## Weaker year for Alimak

Swedish international hoist, mastclimber and façade access group Alimak reported full year revenues of SK6.87 billion (\$770 million), down 3.2 percent on 2024. Pre-tax profit was exactly the same as last year at SK810 million (\$90.7 million), thanks to lower operating expenses and interest costs.



## Slower year for JLG

Oshkosh's access division - largely made up of JLG, Hinowa and Ausa - saw revenues decline almost 13 percent to \$4.49 billion with aerial lift sales 10.3 percent lower at \$2.19 billion, while telehandler sales declined 27 percent to \$1.14 billion. Operating profit for the Access division fell 37.5 percent to \$502 million, mainly due "to adverse price/cost dynamics and product mix." The order book dropped more than 30 percent to \$1.28 billion following an even steeper decline this time last year.



## Manitou

Full year revenues for French telehandler and aerial work platform manufacturer Manitou slipped 3.5 percent to €2.56 billion, in spite of a fourth quarter pick up. New equipment sales for the year were 4.6 percent lower at €2.14 billion, although parts and services increased 2.8 percent to €420 million. Order intake for the year more than doubled to €2.18 billion, leaving the year end order book four percent higher at just over €1.12 billion.



## Two more acquisitions for Kiloutou

French international rental group Kiloutou has acquired two more aerial lift rental companies: **Clavería Servicios** in Spain and **DEA** in Italy. Clavería Servicios operates from seven locations, including its base in Binéfar with 110 employees and 3,000 machines in its fleet.

DEA in Italy is an aerial lift specialist, with a fleet of 500 units operating from two locations in suburban Bologna with 13 employees. It will be absorbed into Kiloutou Italia, taking its branch network to 27 locations with 300 employees.



# ALP LIFT BRANDS REUNITED

Dutch material lift and platform manufacturer Alp Lift has won the right to market its products under the Alp Lift brand in Germany and Austria after reaching an agreement reached with Böcker, which owned the brand in those countries.

Alp Lift launched its first material lifts in 1986. The following year, Robert Böcker - the son of the founder of the Böcker crane and hoist business - set up Robert Böcker GmbH and launched a line of material lifts and one person push around lifts using the Alp Lift brand.

In 1990, Robert took over the family company, effectively reuniting the two Böcker owned companies. In 2012 he decided to use the Alp Lift trademark registrations in Germany and Austria to prevent the Dutch manufacturer from using the Alp Lift name in those countries - even though the two companies had "worked closely together on the development, production and sale of Alp Lift branded material lifts" for more than 20 years. The Dutch company therefore adopted the name Groenlift in those markets, which it has used until now.



Alp Lift said: "This change means clarity, continuity, and reliability, with one recognisable brand for Alp material lifts across Europe. Our service, maintenance, and spare parts organisation will also look after all Alp Lift branded material lifts - including those from Böcker."



Alexander Böcker (L) with Jacob Goeman Borgesius of Alp Lift celebrate the agreement

# IPAF ON SECONDARY GUARDING DICTATES

IPAF has issued a comprehensive statement on secondary guarding systems aimed at those contractors that have started imposing a specific entrapment prevention product on their job sites. So far, it has been confined to the UK and mainly in the London area.

IPAF says that while it recognises the potential benefits of emerging secondary guarding technologies, it is not currently advocating mandatory adoption of specific systems by contractors ahead of completion of the international draft ISO standard stating: "IPAF's position is founded on the need for robust risk assessment, internationally agreed performance criteria, and a holistic application of the hierarchy of controls. IPAF and the UK Health & Safety Executive stress that secondary guarding systems must not be treated as a substitute for good planning, competent supervision and vigilant operators."

The full statement can be found at <https://www.ipaf.org/en-gb/news/ipaf-statement-secondary-guarding-mandate-scissor-lifts>



IPAF on secondary guarding dictates



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## NEWS HIGHLIGHTS

- **Sany** has appointed **Crowland Cranes** as UK dealer
- **Böcker** has launched a new 2.5t electric trailer crane - the AHK 36e X
- Italy's **TeknoGru** has appointed **Foster Crane & Equipment** as UK/Ireland dealer
- US company **GMG** has appointed **Abe Farrington** as VP national accounts
- US's **Seaboard Marine** has taken three **Liebherr** LHM 550 mobile harbour cranes
- Germany's **SMS Autokrane** has taken an 80t **Grove** GMK4080L All Terrain
- Malaysia's **Favelle Favco Tower Cranes** has appointed **Select Crane Sales** as a US dealer
- Time **Versalift** has launched a new range of 3.5t truck mounted lifts, the 'V-Range'
- **Thomas Issitt** and **Hannah Faulkner** of **Crowland Cranes** have been married
- Brazil's **Imetame group** has added four large **Liebherr** All Terrains
- UK's **Sky Platform Hire** has taken its first spider lift, a 20m **Hinowa** LL20:10Plll
- US' **Engineered Rigging** has appointed **Charles Anderson** as assistant project manager
- **Liebherr** held a groundbreaking ceremony at its Rostock site
- **Mep Hire** has promoted **Pete McNeil** to head of product
- **Aichi Europe** has appointed **Vertimac** as distributor for Belgium and Luxembourg
- Germany's **HKL Baumaschinen** has opened a facility in Heppenheim
- **Palazzani** has appointed **Andrea Filippini** as sales manager Italy
- **Liebherr** has appointed Croatia's **KranTehnik EU** as tower crane dealer across eight Balkan countries
- UK's **North West Access & Sales** has taken 10 **Sinoboom** 0407SE scissor lifts
- **Tadano** has completed the structure of its new European parts centre
- German telehandler/aerial lift veteran **Harald Martin Kunde** has died
- Poland's **Blażej & Roman** has taken an 800t **Liebherr** LTM 1750-9.1
- **Hiab** has appointed US' **Custom Truck One Source** as a distributor for its loader cranes and Moffet forklifts
- France's **Nacel+** has taken a 51m **Ruthmann** T510 HF truck mount
- UK's **APS** has appointed **Jasmine Ash** as marketing assistant
- **Hutchison Ports ECT Rotterdam** has ordered 12 **Huisman** Automated Stacking Cranes
- UK's **E.J. McGovern Crane Hire** has taken a **Böcker** AK48 crane
- UK's **Pop Up Products** is celebrating 20 years
- **ZF** has appointed **Alexander Seeliger** as SVP of its Off-Highway and Test Systems division
- **Noblelift** has appointed **Zeppelin Polska** as dealer for Poland
- UK's **Rocket Rentals** has taken more **JCB** compact telehandlers



Abe Farrington



Thomas Issitt and Hannah Faulkner



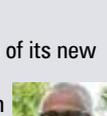
Charles Anderson



Pete McNeil



Andrea Filippini



Harald Martin Kunde



Jasmine Ash



Alexander Seeliger

- **Manitowoc** has appointed **Mark Rourke** and **Randy Wood** as directors



Mark Rourke



Randy Wood

- Poland's **Binkowski** has taken the country's first 300t **Liebherr** LTM 1300-6.4
- UK's **Michael Wilson & Son** has taken a 24m **DZ 24 CTE** truck mount

- **Hiab** has appointed **MGX Equipment Services** as loader crane dealer in 13 states

- **Terex** has appointed **Namita Jindal** as chief AI and data officer



Namita Jindal

- UK's **Bronzeshield** has taken a 250t **Grove** GMK5250XL-1

- Germany's **Metz Arbeitsbühnen** has joined **System Lift**

- **IPAF** has issued its three millionth Powered Access License/PAL Card

- US' **Link-Belt** has appointed **Nathan Ramsey** as marketing specialist RT cranes



Nathan Ramsey

- **Boels** has announced the departure of its chief operating officer **Reiant Mulder**



Reiant Mulder

- Germany's **Wörle** has taken a 100m **Ruthmann** T 1000 HF truck mount

- **The Access Link** held its first meeting of 2026 at **Sinoboom UK**

- UK's **J&M Crane & Transport** has taken a 250t **Grove** GMK5250XL-1

- UK's **Paramount Platforms** has taken a 54m **Platform Basket** spider lift

- **MEC** has promoted **Ethan Waller**, **Joe Broughton** and **Paul Weller**



Ethan Waller



Joe Broughton

- Germany's **Wocken Industriepartner** has taken two 22.6m **Oil&Steel** Scorpion 2313 truck mounts

- UK's **Emsley Crane Hire** has taken a 60t **Liebherr** LTM 1060-3.1

- UK's **Spence Crane Hire** has taken four **Liebherr** AT's with a further four on order

- Norway's **Karmøy Lift & Maskintleie** has taken a 180ft **Genie** SX-180 boom lift

- India's **BEML** is to work with two South Korean maritime engineering companies to manufacture port cranes

- Berlin's **DB InfraGO**, has taken a 55ft/19m **Platform Basket** RR19/500 road/rail boom lift

- **Link-Belt Cranes** has promoted **Jacob Bandy** to service parts manager



Jacob Bandy

- Germany's **Kunze** has taken a 2.5t **BG Lift** M250 spider crane

- **Boels** has ordered several thousand **JLG** aerial work platforms

- US' **Sunstate Equipment** has acquired Louisiana based **JTB Rentals**



Brandon Hitch

- Australia's **CICA** CEO **Brandon Hitch** will move to the USA as senior director of CCO Certification

- Australia's **Franna** has appointed **Peter Koschel** as sales director



Peter Koschel

- **Stafford Port Cranes** and **Core Lifting Services** will establish a joint venture to manufacture port cranes in the USA

- **Bravi Platforms** has appointed **International Platforms** as a UK dealer

- UK's **Berkeley Crane Hire** has appointed **Steve Tilley** as business development manager
- **Palazzani** has appointed **Safety Lift** as its exclusive distributor for Germany



Steve Tilley

- Austria's **Schneider Facility** has taken a 20m **Ruthmann** Ecoline RS200

- Germany's **Hagedorn** will restructure after acquiring **Hüffermann Krandienst**

- Germany's **System Lift** has named **Lindig Fördertechnik** as Training Centre of the Year

- Czech Republic's **Plošiny Pelikán** has taken its 400th **Haulotte** platform

- Germany's **AKM Autokranvermietung** has taken a 450t **Tadano** AC 7.450-1

- **Leguan** has appointed **Verbis** as its distributor for Hungary

- **Richard Rawlings**, owner and director of R&M Marketing, has died



Richard Rawlings

- US' **Seaboard Marine** has taken three 154t electric **Liebherr** LHM 550 mobile harbour cranes

- Australia's **Ausdirect Hire** has taken a 135ft **Genie** ZX-135/70 boom lift

- France's **Kiloutou** has acquired **Claveria Servicios** in Spain and **DEA** in Italy

- Lifting gear company **LGH** has opened its first branch in France

- **Christian Prangl**, director of Austria's **Prangl**, is to leave the company

- UK's **Emerson Crane Hire** has taken the country's first 400t **Liebherr** LTM 1400-6.1

- Italy's **Calabra Maceri e Servizi** has taken a **Dieci** Apollo-e 26.6 electric telehandler

- Italy's **Nolo 2000** has taken a 71m **Multitel** MJE 710 truck mount

- Spain's **Grúas Aguilar** has acquired **Grúas Gavi**

- **LiuGong UK** has promoted **Harry Mellor** to UK sales director

- UK's **RSS** has appointed **Bob McFarlane** as engineering and compliance manager

- Scotland's **Global Crane Services** has taken another 700t **Liebherr** LTM 1650-8.1

- **Palazzani** has appointed **Mamet Group** as dealer for Czech Republic and Slovakia

- **CMC** has appointed **Stefano Di Santo** as group chief executive



Stefano Di Santo

- Australia's **Redline Cranes** has taken a 25t **Terex Franna** Mac25 pick & carry crane

- **Aichi** has appointed **Van Ommeren Machines** as distributor for the Netherlands

- UK's **RSS** will offer **The Buddie System** crane safety technology

- Australia's **CICA** has appointed **Patrick Cran** as chief executive designate



Patrick Cran

- Germany's **Helios Solarreinigung** has taken a 21m **Oil&Steel** Octoplus 21 spider lift

- **Manitowoc** founder **Marcel Braud** has died



Marcel Braud

- France's **Cauvas Occilev** has taken a **Spierings** SK487-AT3 City Boy

- **LGMV** will launch the ANSI/CSA version of its upgraded 125ft telescopic boom lift at **Conexpo**

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*An early HR21 4x4 Bi-Energy purchased by UK rental company Elavation*



# CHANGING LANDSCAPE?

The aerial work platform market has changed dramatically over the past decade or two. Once dominated by a couple of large North American and a few smaller European companies, there are now more manufacturers than ever before. They are also spread over a much wider geographical area, due mostly to the arrival of a number of Chinese manufacturers.

**The platforms have also changed technically, especially in the way they are driven and powered. Increasingly stricter emissions legislation has forced contractors to focus more on this matter, presenting an opportunity - or a challenge - for manufacturers. The result is a move away from the internal combustion engine - particularly diesel - towards cleaner, quieter and less polluting equipment. In many major markets electric and hybrid power is now the order of the day, even for larger boom lifts.**

Historically boom lifts were petrol/dual fuel or diesel powered, with battery electric versions limited to 45ft booms and smaller. Back then, pollution was not a major consideration, although in Europe noise was becoming an issue in some markets. If asked, manufacturers and rental companies would cite a lack of customer demand for such machines. Battery life on the platforms that were all electric - typically slab electric scissor lifts - was also atrocious, and few buyers/users wanted the same dreadful performance on boom lifts, especially the larger models.

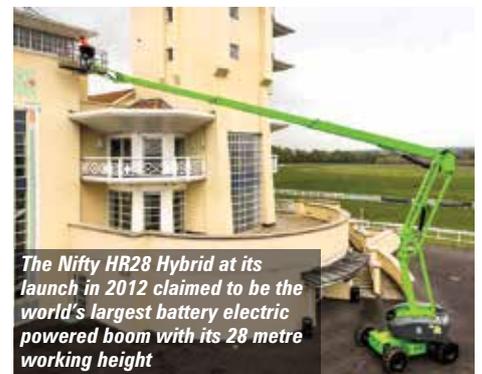
Niftylift played a key role in the move towards larger electric powered boom lifts, with the 62ft HR21 4x4 Bi-Energy in 2007. It followed the almost runaway success of its Bi-Energy package on the 32ft HR12, which came about as a solution for poor battery life on the standard electric model, at the time an issue in the general rental market.

The HR21 combined diesel and electric power in a parallel hybrid type system with electric only mode for zero emission operation. However, while a few environmentally aware rental companies and customers were happy to pay a bit extra for the new technology, the vast majority had no cause to change from diesel power although some canny rental companies spotted an opportunity for product differentiation.

The HR21 was followed by the 86ft HR28 which made its appearance in 2012, with the first units shipped the following year. The company marketed it as the world's largest battery electric powered boom with its 28 metre working height. A second generation Gen 2 Hybrid system followed in 2018.

However, as emissions legislation has tightened and main contractors started looking for cleaner equipment, more manufacturers entered the arena. Some manufacturers continued to resist the move toward larger electric boom lifts, especially in North America, where demand for quieter, cleaner machines was minimal.

One early solution came from the Dutch international sales and rental company Riwal around 2015. Fed up with manufacturers telling it why they did not need big electric boom lifts, it decided to convert a 135ft JLG 1350SJP to battery power, initially for its own use but then for general sale. The move followed its purchase of a large number of big Holland lift scissor lifts with hybrid power packs, and the conversion



*The Nifty HR28 Hybrid at its launch in 2012 claimed to be the world's largest battery electric powered boom with its 28 metre working height*



*The handover of the new battery electric JLG 860SJ in Airnace colours*

of a big boom to plug in electric power - not a great solution. Riwal's first external sale of a battery powered big boom lift conversion came in 2016 - an 86ft JLG 860SJ straight telescopic for Swiss company, Airnace - which wanted a

# BOOM LIFTS

silent, emission free machine for work in city centres and shopping malls.

This - together with Niftylift's growing sales of Hybrid machines - proved that there was a growing demand for lower emission and quieter big boom lifts. Some Chinese manufacturers clearly spotted an opportunity and began introducing ever larger booms with hybrid and all electric power packs helped by changing battery technology and the advent of electric drive systems.

Today the Chinese manufacturers lead the way when it comes to the largest all electric boom lifts. Dingli, for example, has a range of all electric articulated and telescopic boom lifts from the 30ft BA11NE right up to the 139ft BT44ERT and BA44ERT. Most European and North American manufacturers still seem slow or reluctant to offer such machines with working heights above 28 metres.

## NEW BOOM BRAND

So, what is new in this changing market? There have been several interesting developments in the boom lift sector over the past year. Last September, Italian aerial lift manufacturer Almac announced a new brand - AlmacTech - to be used for an all-new range of articulated boom lifts, the first of which make up its AJ Line.

The move is a major shift for the company away from pioneering niche products into the mainstream self-propelled aerial lift market. It is, the company says, the result of a major survey of its dealers and repeat customers, which led



The Dingli BT44ERT



Dingli's 139ft BT44ERT boom lift

to a focus on machines that are simple, reliable and easy to operate with logical controls. In reality, the new models are more sophisticated than might have been imagined. The AJ Line takes the company - better known for its dynamic self-levelling tracked scissor, boom lifts, cranes and carriers - into the highly competitive wheeled articulated boom lift market.

The first two AJ models are compact industrial units - the 43ft AJ15 and 50ft AJ17. Both use dual risers and a two section telescopic boom topped by an articulating jib with optional 130 degrees lateral rotation. This gives working heights of 15 and 17 metres respectively and an up & over clearance of six and eight metres. Maximum outreach on both is around nine metres - although slightly less on the AJ17 - with the unrestricted maximum platform capacity of 230kg. The key difference between the two machines are the slightly longer risers on the AJ17.

Both have an overall width of 1.5 metres, an overall stowed height of just under two metres, while the overall length with jib tucked for transport is 4.9 and 5.9 metres respectively but that raises the overall height to 2.6 and 2.4 metres. Overall weight is 7,720kg and 8,375kg,

depending on specification, with power provided by a 48 volt, 385Ah battery pack driving AC direct drive wheel motors.

Other features include an active LED interface with clear and intuitive visual feedback, simultaneous control of functions with automatic end of stroke slowing on all hydraulic cylinders, automatic pothole protection, a 'Go-Home' function automatically initiating the boom lift's stow sequence, a vertical 'Wall function' automatically co-ordinating the elevate and telescopic functions to provide a pure vertical lift motion for working on walls, automatic jib tuck for transport and heavy duty steel covers. Viewed purely on specifications, the AJ15 does not stand out in any one area but it is competitive in all as is the AJ17.

Chief executive Andrea Artoni said: "With AlmacTech we are not simply launching a new line of machines - we are starting a journey. The AJ Line embodies our vision of how a



The AlmacTech AJ15



The upper control box



The AR17 has longer riser elements than the AR15 for more up & over height

## So how do they stack up against key competitors?

Make Model	Sinoboom AB13ERJN	Dingli BA15NE	Niftylift HR15N	AlmacTech AJ15	Sinoboom AB15ERJN	Dingli BA17NE	Niftylift HR17N	AlmacTech AJ17
Working height	15.0m	15.5m	15.5m	15.0m	16.8m	17.0m	17.0m	17.0m
Outreach	7.4m	9.7m	9.7m	9.0m	7.1m	9.7m	9.7m	8.9m
Up & over clearance	6.0m	5.5m	5.6m	6.0m	8.0m	7.0m	7.0m	8.0m
Jib articulation	140°	130°	150°	130°	100°	130°	150°	130°
Max platform capacity	230kg	225kg	225kg	230kg	230kg	225kg	225kg	230kg
Platform rotation	180°	180°	180°	180°	180°	180°	180°	180°
Overall width	1.5m	1.5m	1.5m	1.5m	1.5m	1.5m	1.5m	1.5m
Overall height	1.98m	2.07m	1.99m	1.95m	1.98m	2.07m	1.99m	1.95m
Overall stowed length	5.48m	5.06m	4.93m	4.9m	6.98m	5.06m	4.93m	5.9m
Total weight	7,700kg	7,580kg	7,250kg	7,730kg	8,500kg	7,950kg	7,780kg	8,375kg

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Sinoboom AB15ERJN



Sinoboom AB13ERJN

conventional product can be transformed into a new working experience. For us, innovation means listening to the market and turning needs into solutions that simplify, protect and empower operators. On the horizon, new solutions are already set to amaze: a new generation of tracked articulated boom lifts that will take Almac's concept of innovation to even greater heights, opening up application scenarios that are today hard to even imagine."

**SINOBOOM EXTENDS 'N' BOOM LINE**

Several of the other booms in the table are also recent introductions. Sinoboom added the AB13ERJN and AB15ERJ narrow electric articulating booms with working heights of 15 and 16.8 metres respectively. Their design concept follows that of the AB10ERJN launched in June 2023.

The booms feature classic dual riser lift mechanisms, two section telescopic booms and a jib with 140 degrees of articulation on the AB13ERJ and 100 degrees on the AB15ERJ. Maximum outreach is 7.4 metres at an up & over height of six metres on the AB13 and 7.1 metres at a height of eight metres on the AB15. The unrestricted platform capacity on both is 230kg with a full 180 degrees of platform rotation.

Both machines have an overall width of 1.5 metres, and an overall stowed height of just under two metres, while the AB13ERJ is 5.4 metres long when stowed for transport and 5.82 metres for the AB15ERJ. Total weights are 7,700kg and 8,500kg.

Lead acid battery packs are standard with the option of Lithium, driving AC direct drive wheel motors. Slew is 355 degrees with zero tailswing, however, the risers on the AB15 are on the long side, which requires a decent ceiling height in order to be able to slew fully in a tight aisle. They also limit outreach but provide a better up & over reach.

**NARROW BOOMS FROM DINGLI**

Early last year, Dingli launched the BA15NE and 49ft BA17NE narrow aisle articulated electric boom lifts with maximum working heights of 15.5 and 17 metres respectively. Both models have an overall width of 1.5 metres, and a transport length with the jib tucked of 5.06 metres, with an overall height just over two metres. Total weight is 7,580kg on the BA15 and 7,950kg for the BA17.

The boom lifts employ a classic sigma type dual riser, two section telescopic boom and jib with 130 degrees of articulation. Outreach for both is 9.7 metres at an up & over clearance height of 5.5 metres on the BA15 and seven metres on the BA17. They also feature zero tailswing with the risers fully contained within the width of the machine when fully raised. Maximum unrestricted platform capacity is 225kg. Two wheel drive and steer is standard, but a four wheel drive and steer is available as an option. Power comes from a 48 volt 300Ah battery pack which, when combined with AC electric motors, allows the unit to work at least a full busy shift, and in most applications, considerably longer.

**NIFTY GEN 3 HR12S**

Niftylift has always been known for low weight compact booms, with decent outreach. The product which got it started and made its name, while creating a totally new market sector, was the 33ft HR12 articulated boom lift, which was developed and launched in the late 1980s and early 1990s. Last year the company celebrated its 40th anniversary and unveiled the third generation of its HR12 boom lifts.

Three models or variations were announced - the All Electric HR12NE, the bi-energy HR12NDE and the first hybrid HR12 in the form of the HR12 4x4 Rough Terrain boom lift. Common features include new display screens, new controls and onboard diagnostics and interface system, identical to that installed on Niftylift's new 65ft HR22 telescopic boom lift.

All three HR12 models have an unrestricted platform capacity of 225kg in the 1050 x 700mm basket, a maximum working height of 12.1 metres and a maximum outreach of 6.4 metres. When stowed, the N series models have an overall width of 1.5 metres, while the 4x4 version measures 1.6 metres wide. Overall heights are 1.98 metres for the N series and 1.99 metres for the 4x4, with all models measuring 4.05 metres in length. The units weigh 3,470kg, with the hybrid adding an extra 20kg.

The HR12NDE - although its name is subject to change - is essentially the NE with the same direct electric wheel motor drive, but with the addition of a diesel generator or range extender. The battery pack is capable of running the machine for up to five days of typical usage on



The three new Niftylift HR12 models



The new Dingli BA17NE



Working outreach of the BA17NE is 9.7m

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## 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

## ZMP04

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

## ZMP08J

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

## ZMP05

Work Height: 6.9m  
Overall Height: 1.98m  
Gross Weight: 960kg

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## BOOM LIFTS

a single charge, while the diesel can top up or maintain the batteries or be used for a complete recharge. The hybrid is an all electric unit, but with a hydrogen fuel cell to act as a range extender. The HR12 diesel remains available, with the option of the hybrid.

Niftylift was an early adopter of the hydrogen fuel cell, the company is now in its fourth year of a hydrogen boom lift supply agreement with Speedy Hire, which has taken all production to date - about 250 machines.

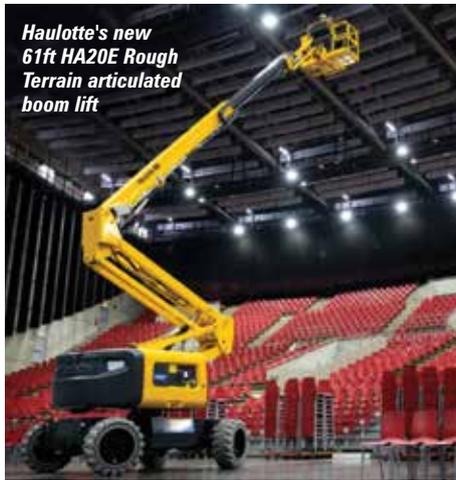
**Niftylift was an early adopter of the hydrogen fuel cell**



"The commitment from Speedy allowed us to justify the hydrogen development. It requires a lot of different learning, but we think if you're a manufacturer and not looking at incorporating hydrogen, you're going to be left behind," said technical sales manager Thomas Hadden. "It seems Europe is moving towards electric while North America is moving to hybrids, but there is still a place for diesel, ours are all Stage V/ Tier four, we don't have to do anything to them, no exhaust purification or Ad Blue as we already meet those standards without that complexity and cost, the diesels are as clean as they can be."

### NEW HAULOTTE PULSEO

Haulotte has also added a new model to its Pulseo range of all electric aerial work platforms in the form of the 61ft HA20E Rough Terrain articulated boom lift. The new HA20 E and HA20 E Pro - which replace the HA20LE - share most of the structural elements and features of its regular HA20 Rough Terrain models, such as the 20.5 metre working height, maximum outreach



of 11.9 metres with 250kg in the platform, or 10 metres with its 350kg maximum at an up & over clearance height of 8.5 metres.

The overall dimensions are 8.4 metres long, 2.43 metres wide, with a stowed height of 2.47 metres. With the jib tucked for transport, the length is reduced to 6.16 metres, but the overall height is increased to 2.98 metres. Total weight is 9,790kg for the regular model, while the four wheel steer and oscillating axle features on the Pro take it up to 9,940kg.

Power comes from a 72 volt/390AH AGM battery pack driving asynchronous electric wheel and pump motors. An optional diesel powered Range Extender unit can be added and removed within a short space of time, effectively converting it to a hybrid, while also offering the capacity to do a full recharge in around three hours. Non-marking Rough Terrain tyres are standard, as is a six degree tilt tolerance for working off level.

### BIGGER BOOMS

Over the past few years, two Chinese manufacturers - Zoomlion Access and XCMG - have been pushing the height envelope with ever greater working heights. Last summer Zoomlion shipped the very first 265ft ZT82J boom lift to Europe, delivered to UK rental company Hire Safe Solutions. The ZT82J is the largest self-propelled boom lift on the market, aimed at major construction projects, along with the petrochemical, and renewable energy markets.

Unveiled towards the end of 2024, the boom lift features a six section main boom, with two telescopic cylinders, one to extend the second section, while the other cylinder telescopes the third section, along with the top three sections. The boom is topped by a 13.1 metre, three section articulating jib for working heights of up to 82.3 metres. Maximum outreach is 35.9 metres



**The very first 265ft Zoomlion ZT82J boom to be shipped to Europe**



**XCMG's 223ft XGS70K**

with 250kg or 30 metres with 300kg and 25 metres with the maximum 450kg. Total weight is 48.8 tonnes.

Zoomlion Access deputy general manager Zhang Bin said: "Within just one year, we successfully delivered two record breakers, the ZT72J and ZT82J. Such a quick breakthrough indicates a growing trust on our products and support capabilities. Our continuous investment in R&D and tailored strategy in Europe reflects our long term commitment to delivering best in class solutions."

However, Zoomlion has been pushed by fellow Chinese manufacturer XCMG which introduced the 223ft XCMG XGS70K telescopic boom in 2024. The XGS70K has a five section telescopic boom, topped by a three section jib with 131 degrees of articulation, providing a working height of just under 70 metres and a maximum outreach of 32.5 metres with 230kg in the platform. The maximum platform capacity is 460kg at an outreach of 27 metres, while 300kg is possible at just under 30 metres. Other Chinese aerial work platform manufacturers stop sub 150ft, for example Dingli's largest being the 44 metre hybrid models.

### LGMG'S 125FT AMERICAN

At Conexpo in March, LGMG is set to launch the ANSI/CSA version of its upgraded 125ft telescopic boom lift - the T125J-2 and the international version, T38J-2 - which are part of the company's new Series 2 range of platforms. LGMG launched the original T38J in mid-2024, while the Series 2 version made its European debut at Bauma last

year. A key change over the original is a 1,600kg weight reduction, which involved the sacrifice of standard four wheel steer while losing a little outreach.

The diesel powered four wheel drive T125J-2/T38J-2 features a four section telescopic boom topped by an articulating jib for a maximum working height of 40.2 metres and up to 22.3 metres outreach with 300kg in the platform. The maximum platform capacity of 450kg is available at up to 21 metres of outreach. Total weight is 19,100kg, overall width is 2.4 metres retracted and four metres with axles out. The overall length for transport with the jib tucked under is just under 12 metres, with a stowed height of 2.74 metres. An electric version is also available.



**The LGMG T125J-2**



The AS-15MCJ

**A BIG NEW PLAYER**

It has been almost a year since Japanese crane and access manufacturer Tadano launched its Nagano designed/inspired tracked boom lifts. The company acquired Nagano at the end of 2023 and now has a six model range in Europe including two versions of what was the 22ft Nagano O9 - the AA-9MC - and the all electric eAA-9MC with 8.8 metres working height and overall weight of 2,620kg. Also available is the compact AS-12MC with an 11.7 metre working height, the telescopic AS-15MC with 14.6 metre working height and dual platform capacity, and the AS-15MCJ telescopic with an articulating jib and a 14.8 metre working height. And finally, there is the AS-20MC, a 58ft telescopic with rising boom pivot point and a working height of 19.7 metres.

**A NEW SKYJACK TELESCOPIC**

Skyjack has launched a new 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 battery powered boom lifts will be manufactured at the company's facility in Tianjin, with the first units due to come off the line in February.

The new boom lift features a rising boom



The Skyjack SJ28 TE

pivot point that not only raises the boom but also moves it forward. The boom itself is a straight three section telescopic, topped by a 1.68 metre jib with 130 degrees of articulation. The working height is 28.22 metres with 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. As you might expect for a Rough Terrain boom lift, it is indoor and outdoor rated and has 360 degree continuous slew. One touch auto boom down is standard, as is a basic hostile



Skyjack SJ28 TE 2

environment kit, with cylinder bellows and boom wiper blades.

The overall width is 2.51 metres, overall stowed length 12.49 metres, but the jib can be tucked under for transport to reduce the overall length to 10.85 metres without raising the stowed height of 3.15 metres. Total weight is 16,275kg which is more than a tonne lighter than its 86ft SJ86 T.

Power is provided by a 519Ah/80 volt lithium ion battery pack feeding high performance AC brushless induction motors, one for the hydraulic pump, while the other drives the company's 'Axldrive' axle based drive system. The drive system includes a limited slip differential on the front oscillating axle, with an operator controlled differential lock on the rear. The lift is also equipped with Skyjack's Easydrive direction

sensing system, which ensures the drive joystick moves the machine forward and backwards whether the superstructure is facing the front or the rear. The automatic battery charger is compatible with 220 and 380 volt power outlets and charges from empty to full in five hours at 60A and less than four hours at 80A.



Three entry points - one swing gate and two drop bars - are standard

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**AND GOES HYBRID**

Skyjack also introduced its first hybrid boom lifts at Bauma last year. The new articulated hybrid booms include the 45ft SJ45 AJHE+ and 60ft SJ60 AJHE+ and are essentially modified versions of the all electric models it launched in summer 2024. They feature the same direct electric motor driven axle type drivetrain, but with the addition of an HVO ready diesel range extender. The new hybrids feature three operating modes - pure electric, automatic top up, and manual recharging.

**ELECTRONIC SECONDARY GUARDING**

Forms of electronic secondary guarding - or anti-entrapment as was it was known - have been around for some time. The concept has been pioneered by Australian manufacturer EQQS for scissor lifts, although Californian manufacturer MEC showed a new system at the ARA in 2019 while JLG had its EDS system in 2020. The point is to avoid using the operator as a sandwich filler to activate the trip bar or cable and stop the incident before it occurs.



**SINOBOOM CARS**

At the end of last year and following several years of development, Sinoboom launched its new boom lift collision detection and avoidance system called Sinoboom CARS (Collision Avoidance Radar System).

The system utilises a network of sensors employing ultrasonic and dual fusion radar technology located around the platform which detects three dimensional stationary and moving risks and objects in real time. When a risk is identified, the system initiates a series of automated alerts designed to prevent incidents and protect both the machine and operator.

The alerts come in three stages:

- Early warning: Visual and audible alerts warn operators as the boom lift approaches an obstacle, allowing action before contact.
- Speed reduction: If the boom lift continues towards the obstacle, the system automatically slows its movement.
- Active braking: When danger is imminent, the system automatically stops the machine as a final safeguard. ■



The SJ45 AJHE+



One of the CARS sensors

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# 800 TONNE TRIO ERECT NEXT GENERATION WIND TURBINES

Three 800 tonne Liebherr cranes have been used to help erect some of the world's latest and highest wind turbines at the Mahlsdorf wind farm in Brandenburg, Germany.

The cranes, a Liebherr LG 1800-1.0 lattice boom truck crane from rental company Nolte, and two LR 1800-1.0 lattice crawlers, one from Neeb and the other from Hofmann - were used to install 10 new 6.8 MW Nordex N175/6.X turbines with rotor diameters of 175 metres and hub heights of 179 metres.

This is the first wind farm to use the new, more efficient turbines from Nordex's Delta4000 series. The larger diameter rotors provide higher yields per turbine, especially in low-wind areas. Taller turbines also increase effectiveness, as the rotor

is further away from the wind boundary layer near the ground and can thus benefit from higher wind speeds, while also enabling the larger rotors to be installed.

At typical low to medium wind locations, the N175/6.X will achieve between seven and 14 percent more yield compared to its sister models, the N163/5.X and N163/6.X, partly due to the newly designed 85.7 metre long single piece rotor blade and its above average capacity factor. The additional yield is particularly noticeable during periods of lower wind speed, at which point the



turbine can produce up to 22 percent more energy than its predecessors.

However, larger rotors, hub heights and higher component weights place high demands on the cranes that install them. The cranes used on this project benefited from Liebherr's HSL4 boom system, VarioTray and V-Frame. Short conversion times, well planned logistics and maintenance support were further factors contributing to its success. Adding in the auxiliary cranes, a total of nine Liebherrs worked on the job.

The 800 tonne cranes are the smallest that can manage turbines of this size and weight. At 83 tonnes the gearbox is the heaviest single component. To this end, all three cranes were equipped with the HSL4 boom system, a 174 metre main boom plus an 18 metre fixed jib. For the lifts, the cranes used 170 tonnes of superstructure counterweight and 100 tonnes of suspended ballast.

A total of around 400 tonnes of suspended ballast was required to erect the masts. With the help of the VarioTray, the large pallet weighing 300 tonnes can be disconnected from the smaller pallet with the remaining 100 tonnes and set down within minutes. This saves time and effort during erection and setting down. This was particularly useful at the Mahlsdorf wind farm allowing work to be carried out during a two day weather window. The V-Frame also saves time as rotor blades stored further away could be picked up with a large ballast radius and mounted with a smaller radius without having to stack ballast.





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### MINIMISING CONVERSION TIMES

A key factor in optimising construction costs is minimising crane conversion times, both within and between different wind farms. Hofmann used SPMTs to move them, so that the cranes did not have to be completely dismantled. For example, the base unit without tracks and the entire counter jib were transported as a single unit. Transport considerations were also the reason why Nolte chose the LG over the LR 1800-1.0. "We are basically a mobile crane company. Since the LG 1800-1.0 does not require the transport of

70 tonne crawler tracks, it is a better fit for our low-loader fleet," says Jürgen Peters of Nolte.

Logistics was also the key challenge for Neeb on this project. Ingo Klees of Neeb said: "We were called in at short notice to provide support. The crane was moved within seven days, including dismantling and reassembly, despite the fact that the crane had previously been in use in the Black Forest, some 850km away from Mahlsdorf. This achievement was only possible thanks to an excellently coordinated team and a well thought out assembly and transport concept."



### FAST AND COMPETENT SERVICE

Machine downtime is almost inevitable with intensive use. On this job, one of the crawler crane's tracks had a problem with one of the hydraulic motors. A Liebherr technician arrived on site within a few hours, and the problem resolved. Thanks to an additional night shift and taking advantage of a day of bad weather, the crane was erected in time to assemble tower segments in sync with the other crawler crane.

### WELL-EQUIPPED FOR THE FUTURE

Hofmann crane and SPMT operator Erik Piper said: "The LR 1800-1.0 is ideal for assembling these new generation wind turbines and is strong enough to be able to work at wind speeds of up to 30kph based on the wind load tables."

Systems which stabilise and control the rotor blade by using two electronically controlled propellers, also contribute to this. "If you tried to do this with ropes and people on the ground, you could only work at significantly lower wind speeds, which would lead to longer downtimes." ■



# STS JACK-UP OPERATION

Crane and heavy lift group Sarens recently carried out a jack-up operation to lift two 620 tonne Ship-to-Shore (STS) cranes by 11 metres for Quality Futura at its Intersagunto Terminales facility at the Port of Sagunto, Valencia, Spain in order to install leg extensions.

**The extensions raised the lift height of the two cranes by 11 metres, which allows the terminal to offload larger vessels with up to 10 container levels above deck, boosting the terminal's handling capacity and operational efficiency.**

The terminal has an annual capacity of around 190,000 TEU (Twenty-foot Equivalent Units) and complements the Port of Valencia with container, general cargo and bulk traffic, offering an alternative with transport connections for industries around Sagunto and between Valencia and Teruel.

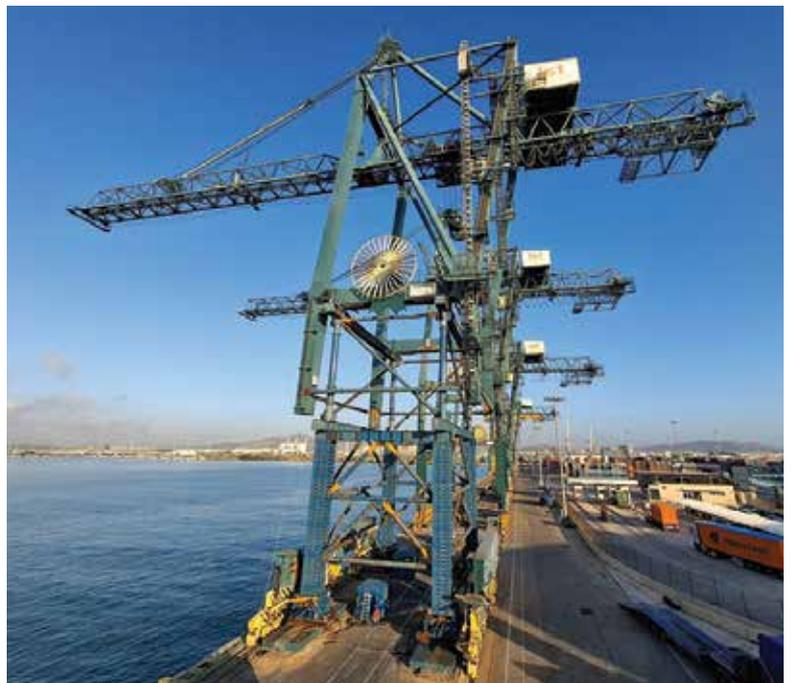
This was the first project of this type that Sarens has carried out with its 350 tonne capacity, bottom feeding CS350 climbing system, which it developed in-house in 2020. Stability during the lift was a primary concern as the centre of gravity of the two cranes was 42 metres above ground level.

Sarens selected four CS350 bases for the lift due to their stability. The bottom-feed design negates the need to work at height, unlike top-feed systems. The CS350 has a 450mm jack stroke,

while the height extension elements are 300mm. It can lift loads of up to a height of six metres without the need for extra shoring. Above this, as in this case, it was required to stabilise the towers. A modular steel beam structure at the top of the lifting towers, weighing around 100 tonnes, was employed.

In total 16 truckloads of machinery and material were required, all of which was delivered and assembled at the port over five days - the main difficulty was fitting all of the bracings.

During the operation, Sarens' engineering team



closely monitored wind speeds, with delays caused by adverse weather conditions, including days with temperatures exceeding 30 degrees C and periods of heavy rain, preventing work from being carried out. When the weather cleared, it took a team of six from Sarens just two days to jack each crane to its final height and install the extensions. ■



# REPLACING COKE DRUMS IN CANADA

The saying 'time is money' is particularly relevant when facility shutdowns are required, especially in the oil & gas sector where trimming even a single day can result in significant savings. The key to ensuring a schedule is completed on time or even accelerated is thorough planning and having skilled people and the right equipment in place.

**Dutch international crane, heavy lift group Mammoet helped Canadian energy provider Suncor extend the life of its upgrader Base Plant site in Fort McMurray by 20 to 30 years by replacing the eight original 29.8 metre high, 7.9 metre diameter coke drums - each of which weighed 270 tonnes. The challenge was to do it with as few lifts as possible. An upgrader is a facility that uses thermal and chemical processes, including coking and hydrotreating to convert bitumen - extra heavy oil - into synthetic crude oil. The coke drums gather the petroleum coke that is separated from the feedstock during the refining process.**

Mammoet's engineering team first considered using a 1,350 tonne Liebherr LR 11350 crawler crane placed beside an upgrader wall, but this wasn't feasible as it interfered with operations and maintenance work in the area. Therefore, the team chose a 3,200 tonne Mammoet PTC210DS ring crane with. Not only did the crane have the required capacity to lift the heaviest component - a six-drum derrick weighing over 1,200 tonnes - but, because of its impressive reach, it could be



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assembled far enough away so as to not disrupt or disturb other on-site work.

However, as the PTC had to be erected inside the coke pit, civil engineering work was needed to strengthen the ground, including installing 200 driven piles to build a solid foundation.

The PTC 210 DS is an upgrade to the PTC 200 DS with the main boom strengthened and additional counterweight added, allowing it to manage heavier lifts at longer radii. The PTC 210 DS has a maximum main boom length of 140 metres and can lift 442 tonnes at 141 metres radius. It can also manage 3,200 tonnes at 58 metres.

Mammoet was an integral part of planning the project more than seven years prior to the first lift and advised on the right crane for the job. The main consideration was reach rather than maximum capacity. This helped when one of the new components was heavier than originally estimated. The team also helped accelerate the schedule by shortening the time between two of the biggest lifts enabling the upgrader's early return to operation.

### GETTING EVERYTHING READY AND IN PLACE

The first step was having the new drums delivered to site from the fabricator in Edmonton. The process began 18 months before the shut down.

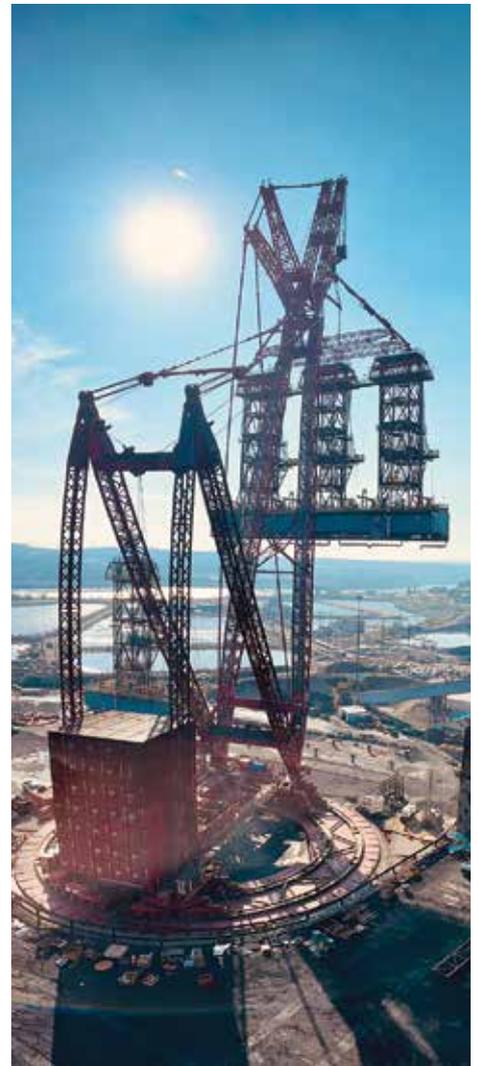
"Our plan was to have everything the company needed - equipment, materials and components - on site by December 2024 so that on May 1st when the plant was shut down, the turnaround

could begin without interruption," said Mammoet's Niek de Winter. "The crane was assembled and everything on site months ahead of time, allowing us to eliminate delays mid-project."

The old derricks - in a two drum and six drum configuration - were lifted first, followed by the eight coke drums and finally their concrete foundation sections. The old components were placed onto SPMTs and driven to a nearby laydown area for decommissioning. The process then happened in reverse for the installation of the new components.

The fourth deck derrick 'supermodules' - named for their mammoth size - were transported in smaller sections and assembled on site.

Thanks to the detailed planning, production at the site continued right up until the day before the shutdown. "As soon as we are called on, we were ready to perform the next lift," said Reid. "When you have a client that is planning their multi-week event right down to 15 minute intervals, time is of the essence." ■



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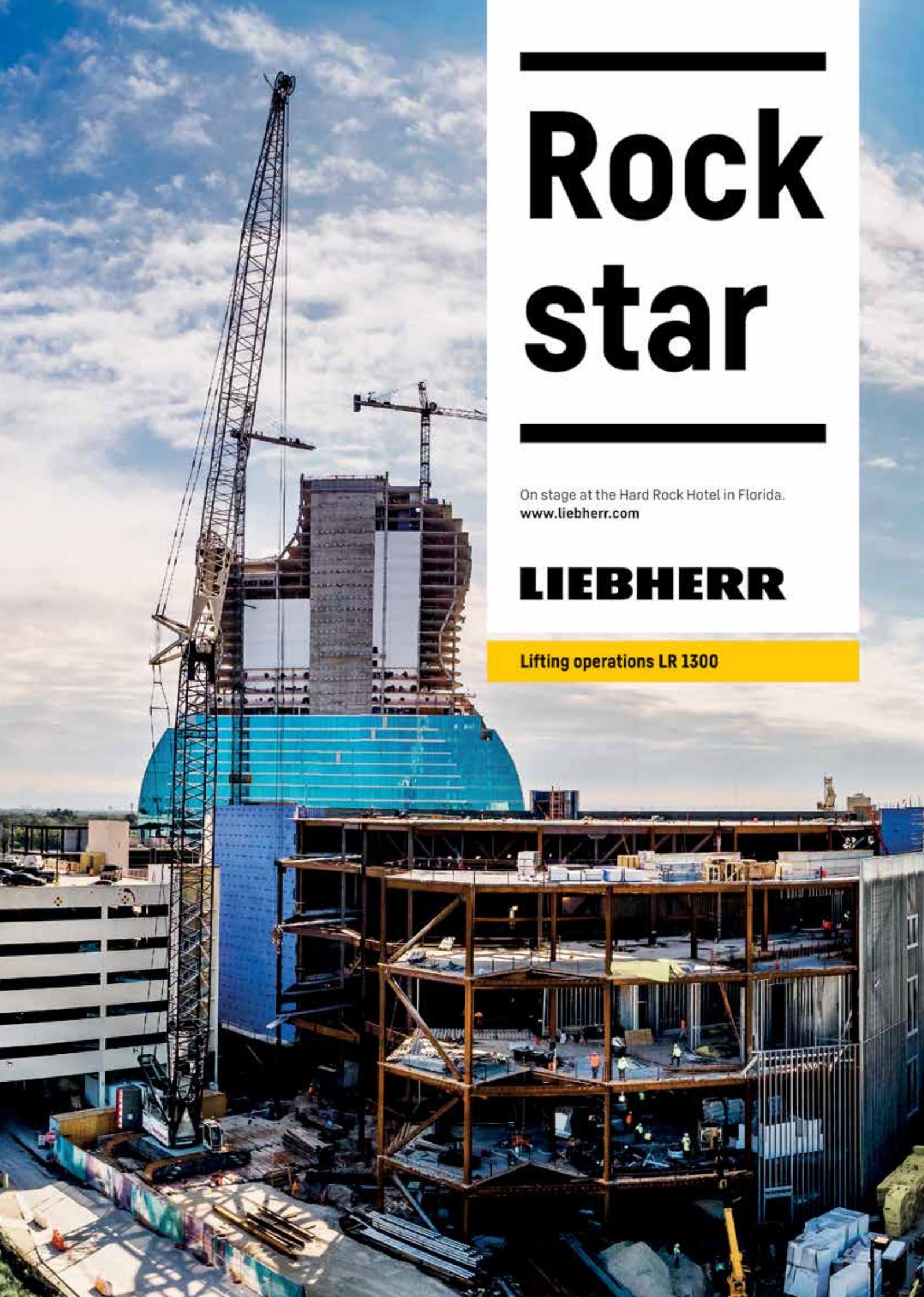
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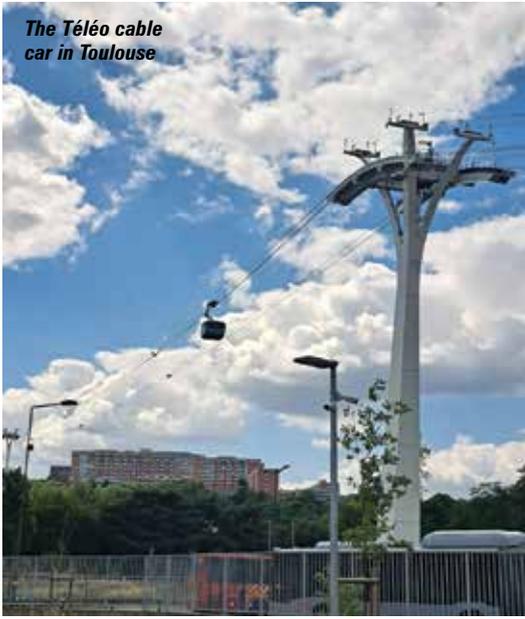
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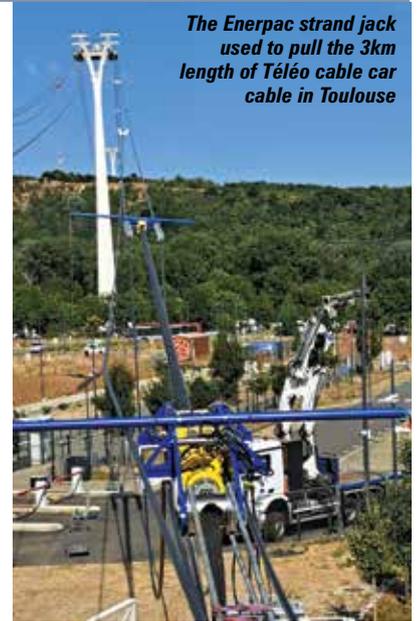
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*The Téléo cable car in Toulouse*



*A close up of the Enerpac strand jack*

*The Enerpac strand jack used to pull the 3km length of Téléo cable car cable in Toulouse*



# ENERPAC STREAMLINES CABLE CAR MAINTENANCE

**Poma, the leading cable transportation company has used Enerpac strand jacks to streamline aerial cable maintenance operations on the 3km Téléo cable car in Toulouse - the longest urban cable car in France. The new system, developed in collaboration with cable maintenance specialist Comag, has significantly reduced cable tensioning times.**

**The Téléo cable car route connects Paul Sabatier University to the Oncopole Institute via the Rangueil Hospital and takes just 10 minutes to travel the full distance at a height of up to 70 metres above ground level and typically carries 8,000 people a day in 15 cabins/cars that can accommodate up to 34 in each. Four carrier cables are used in the system, with two cables per track, as well as a looped traction cable. The cabins run on these continuous cables - similar to a railway track - without breaks.**

Rope repositioning is a key part of cable car maintenance and Poma aimed to optimise the time required for the operation and to leave the cable sliders in position by pulling two track ropes at the same time. To achieve this, two of the track ropes are attached to a lifting beam, which in turn is attached to an Enerpac HSL 20006 strand jack. By extending the strand jack, the cables can be tensioned up to a maximum of 240 tonnes in incremental steps of 480mm.

After slackening the cables at Paul Sabatier station, the track ropes were tensioned by the strand jack positioned at the Oncopole-Lise Enjalbert terminus 3km away at the end of the cable car run. During the tensioning operation, 30

metres of cable was moved to regain the correct cable position.

"Pulling both cables at the same time, in perfect synchronisation, was a major objective of the operation, until now we have relied on a pulling winch and hauling system for each cable, a time consuming process," says David Blanchet of Comag. "The Enerpac strand jack was the right choice for us thanks to its operating speed, ease of use and small size, which allowed us to place it between the two track ropes in a horizontal frame. We look forward to deploying the stand jack system on other cable maintenance projects."

The Enerpac HSL 20006 strand jack was supplied by local dealer Faure Technologies, which also played a key role in supporting Poma and Comag. Strand jacks work by gripping and pulling on multiple steel strands in a controlled, step by step manner. By alternately gripping and releasing the strands, the jack effectively 'displaces' or 'lifts' heavy loads.

Poma has been involved with ski lifts since its founder, Jean Pomagalski, 29, designed and installed the very first lift on the snow-covered peaks of Alpe d'Huez, France, in 1934. He patented the concept in 1936 and went on to

*Jean Pomagalski with the first Poma lift in 1934*



commercialise his invention, incorporating his business in 1946, initially as the Pomagalski company - the Poma name came along in 1958 with the move into the US market.

The company's lifts boosted the popularity of downhill skiing, leading to the development of hundreds of ski resorts across Europe and North America. Some smaller ski lifts, especially in the USA, are still known as Poma lifts. Today, there are more than 8,000 Poma systems in operation for urban transport, tourist attractions, and industrial material transport. ■



# COMPLEX FRENCH DAM REFURBISHMENT

The refurbishment of a large dam is always a challenge due to the extremely confined space on top of the structure. As a result, it typically requires a custom solution, as was the case in the comprehensive overhaul of the historic Barrage de Lavalette in the Haute-Loire department of southern France.

The works were led by civil engineering contractor Legendre Génie Civil, which commissioned Wolffkran to provide a lifting solution. It employed a Wolff 7534.16 Clear flat top tower crane mounted on a City Portal base, as a road running along the top of the dam could not be closed for the entire time the remedial work would take. The dam requires the replacement of three floodgates that date back to the 1950s, as well as the modernisation of a fourth gate from the 1990s, all of which have suffered significant wear after decades of operation.

With a hook height of 20.4 metres, a jib length of 40 metres, and a maximum capacity of 16 tonnes, the crane was used to install temporary structures as well as lifting out and installing the old and new gates.

"The dam crest is only 6.7 metres wide, which made crane erection and delivery logistics a demanding task for our team," says Wolffkran's Cécile Caron. "Wind gusts exceeding 45kph further complicated the installation and extended the assembly time from the planned two days to around 3.5 days."

## KEEPS TRAFFIC MOVING

The crane was installed on a 5.2 metre wide Wolff City Portal 520 to allow traffic to pass underneath. The load applied by each of the four portal legs had to be distributed evenly along the dam crest. Two 12 metre long load distribution beams were therefore placed on either side of the road, under the portal. 90 tonne All Terrain cranes were used to place the beams and then install the portal and tower crane on top. In spite



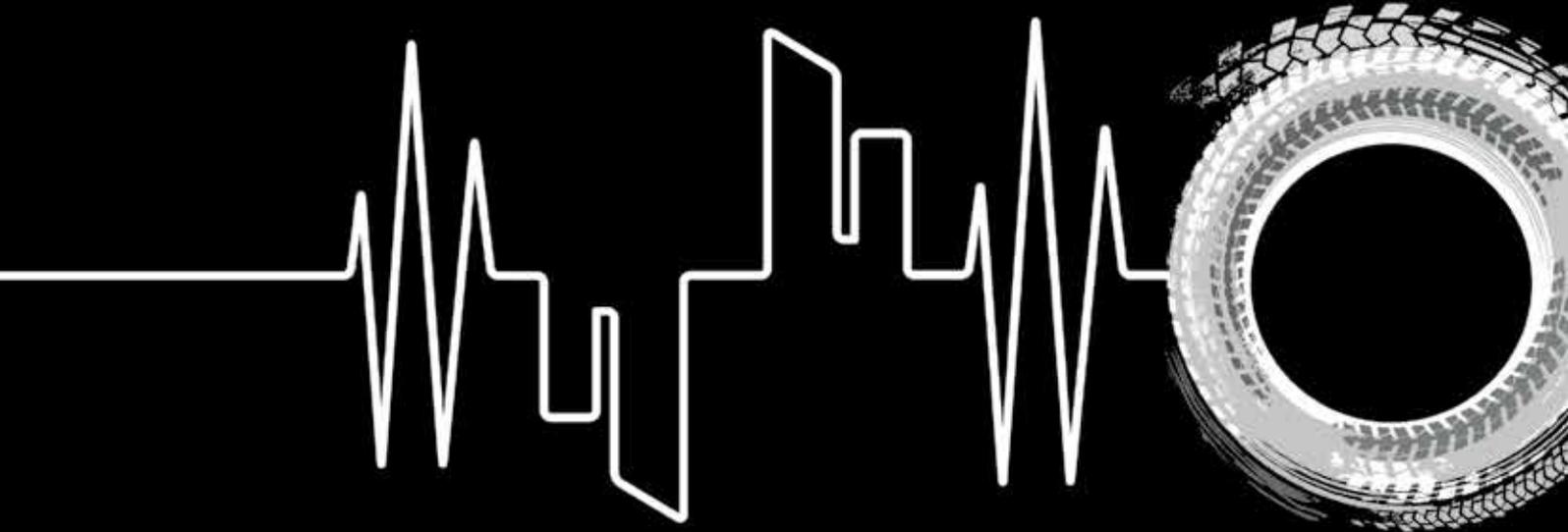
of the portal solution, the road has to be closed on weekdays between 9:00 and 14:00, as the crane is not permitted to slew loads over the active roadway for safety reasons. All lifting operations must therefore be carried out within this five hour time frame.

One particularly challenging phase of the project was the removal of one of the floodgate counterweights. The concrete block weighed around 51 tonnes and so could not be moved as a single unit. It was therefore split into sections on site, each of which weighed no more than 16 tonnes, allowing them to be removed by the crane.

François-Xavier Béthuel, head of Legendre Matériel's crane division says: "Wolffkran was the only provider able to offer a complete solution including the crane, portal structure, assembly and service within the given constraints. The Wolffkran team was closely involved in site planning from an early stage and is also responsible for operation, service, and maintenance throughout the 24 month construction period, allowing us to source everything from a single provider." ■



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# THE FUTURE OF ENERGY, POWER AND EMISSIONS?

The world is currently in a state of flux over power/energy and emissions. In an attempt to reduce harmful emissions, diesel has become something of a leper with virtually every government in the developed world, looking to replace it with 'clean and emission free' electric power. However, opponents of going all-electric argue that while EVs have significantly lower lifetime emissions the production and disposal of some batteries carries an even higher carbon footprint.

**They also point out that the particulate matter emitted by modern Euro VI diesels is 96 to 99 percent lower than that of a Euro III/IV engine of 20 years ago. At the same time, NOx emissions are 85 to 95 percent lower, with a significantly cleaner sulphur burn, which also achieves significantly more power per litre of fuel.**

Governments, however, are in the process of banning petrol/diesel engines, although there has been a rowing back on implementation dates in several countries, with most of Europe now looking at 2035. By then, all new vehicles will need to have zero emissions, in other words, powered by electric or hydrogen. For larger mobile construction equipment, electricity is generally considered a non-starter primarily due to the size and weight of the batteries.

On the other had big mining equipment such as walking draglines and mining trucks have had electric power options since the 1930s but using mains power and overhead lines. The first big battery electric mining vehicles are now at work.

Getting back to cranes and aerial lifts, there are also a few exceptions. For example, the Dutch mobile self-erecting tower company Spierings started work on its City Boy tower crane about 15 years ago, although shipments did not start until 2020. The company's entire product line is now electric powered. Putting the technical issues of making a large battery powered machine to one side, the cost of a big electric machine can cost twice or three times the price of a regular diesel

unit, a major deterring factor for most customers.

The crane, aerial lift and telehandler manufacturers have been developing emission free equipment for the best part of 20 years with some notable success. Small aerial lifts have, of course, always been battery powered, but the arrival of smaller, more efficient, lighter and more powerful batteries has made it possible to use battery power for even the largest of lifts. Other developments, such as the various forms of hydrogen power, are also playing a role.

China, although still the world's largest overall polluter - but not on a per capita basis - is making massive strides in converting to solar and wind power and appears to have reached 'peak emissions' in 2025. As a result, it leads the world in battery development and production.

The USA, on the other hand, has done a major environmental U-turn, repealing a scientific finding that greenhouse gas emissions endanger human health, and has eliminated federal tailpipe emission standards for cars and trucks in the most sweeping climate change policy rollback by the Trump administration to date.

*Chinese manufacturers such as Dingli are now producing hybrid/electric 40 metre plus boom lifts*



*Tadano launched the first all electric Rough Terrain crane in 2023*

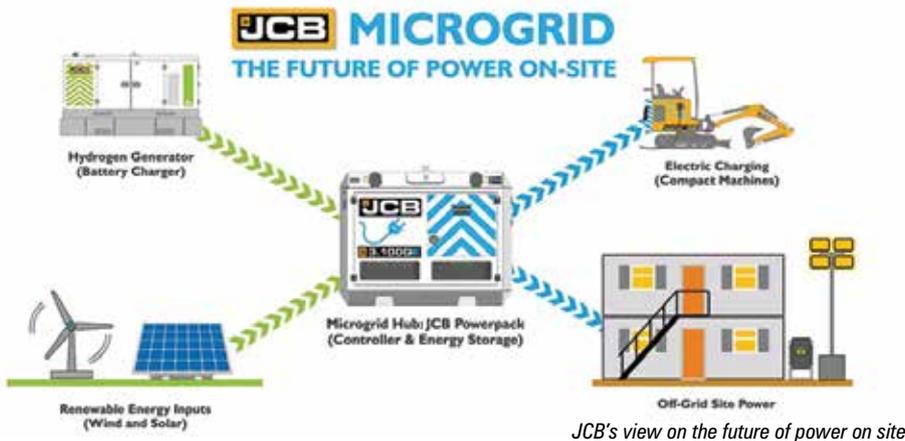
## BUT WHERE DOES ALL THIS LEAVE THE EQUIPMENT MANUFACTURERS?

Electric/battery power is by far the most developed currently, but some major equipment manufacturers, such as JCB, are investing in internal combustion hydrogen power for their larger equipment.

As touched on already, battery power on smaller equipment is now the norm, including small to medium scissor and boom lifts, pick & carry cranes, and compact telehandlers. This move is growing through the development, mostly by



*JCB's Hydrogen G60H generator*



Chinese companies, of larger boom lifts and a growing number of plug-in mobile and crawler cranes.

The diesel generator has also had its day, with the uptake of battery powered power packs, which are able to run not only tower cranes, mastclimbers and hoists but also the whole site infrastructure. Where adopted, this has led to massive cost savings both for fuel and a connection to the grid. The latter also eliminates having to wait months or even years for a high capacity connection for a job site. By using battery power packs a site can start work almost immediately and complete everything to the handover phase with minimal electrical requirement and cost.

**CRANE ELECTRIFICATION**

Several mobile crane manufacturers are now offering electric/hybrid All Terrain and crawler cranes, including Liebherr, Tadano, Manitowoc, Marchetti, PVE, XCMG and Sany to name just a few. One of the latest and largest capacity cranes to make it to market is the fully electric 200 tonne Sany SCC2000A-EV crawler crane, first seen at Bauma last year. One of the first units has just been delivered to Belgian international crane rental and heavy lift company Sarens.

The crane features an 86 metre main boom plus a 15 to 30 metre fixed jib, while an 18 to 63 metre luffing jib takes the maximum system length to 122 metres. Transport weight of the base machine is 47.1 tonnes. Power is supplied by a 422kWh battery pack, allowing the crane to operate for up to eight hours of standard/typical working cycles. It can also be connected to the grid via a cable during operation. Where this is not an option, Sany offers a 210kWh SPL210 mobile energy storage system with a 120kW DC output at 472/689 volts or an AC output from 6.6kW to 40kW from 230 to 400 volts. The lithium-ion phosphate battery from CATL features an aerosol fire suppression system and, with an overall weight of 2,750kg, can be towed behind a van or 4x4, for easy transportation and plug & play operation. It can be charged while in use and can power several devices at the same time. Real time data tracking is available via a mobile App.

Sarens said: "We are taking a decisive step into the future of heavy lifting with the introduction of the SCC2000A-EV, the first fully electric heavy crawler crane of its kind to join the fleet. Designed for demanding lifting operations, this crane combines the performance expected of a 200



tonne class crawler with the advantages of zero emission technology. By welcoming this crane into the fleet, we are reinforcing our commitment to innovation, performance and sustainability - proving that electric technology is not just the future of heavy lifting but is already a reality."

**CRANE TECHNOLOGY NOW A REALITY**

We mentioned Spierings Cranes earlier as an early adopter of electric power as a response to growing demand from companies working in urban environments. Power availability, stricter emission regulations and smart power management are all becoming decisive factors in how and where certain types of equipment can be used.

As we mentioned before, the development of Spierings' City Boy hybrid electric crane took 10 years to perfect, although this was also partly due to the economic crash of 2008/9. The company persevered and has sold a good number of units. The latest is to French rental and heavy haulage company

Cauvas Occilev, which took delivery of an SK487-AT3 City Boy, the first unit to arrive in France.

The City Boy can be operated as a full battery electric machine or used while plugged in or as a sort of hybrid model with a small, low emission diesel engine for topping up the battery. It has a maximum capacity of seven tonnes, which it can take to a radius of just under 12 metres, and handles 1,700kg at its maximum radius of 40 metres. Four tower heights of 21, 24, 27 and 30 metres are available, while the jib luffs to 15, 30 or 45 degrees for a maximum lift height of more than 55 metres. Total weight is 36 tonnes, and it has overall stowed dimensions of 13.1 metres long, 2.5 metres wide and four metres high.

Chief executive Benjamin Cauvas said: "What we value most is the City Boy's unique electric versatility. We believe that this new crane will help create a new market by offering our clients a lifting solution for sites with restricted access, especially in city centres. It also allows us to meet the growing demand for environmentally responsible lifting solutions."

For Spierings, it is hard to know if all that development has paid off in terms of profits from City Boy sales. However, all that work and knowledge gained has enabled it to introduce the technology across its full line. The company recently introduced two new innovations that demonstrate how technology, energy and ease of use come together: a completely redesigned crane cab and the new SK1265-AT5 eLift.

Demand for zero-emission operation is growing, but real-world site conditions are not always ideal. Grid power is not available everywhere, and lifting operations are often short term and variable. The latest generation of eLift has been



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SK1265-AT5 eLift

further developed with features such as the 'Stand Alone Battery Mode', which allows the crane to operate just on the battery for up to three hours, not only eliminating emissions, but also noise, ideal in noise sensitive city centres but also helping reduce overall site noise and allowing better communication between riggers and operators etc.

The new SK1265-AT5 eLift on a five axle carrier has a jib length of 60 metres. A key innovation is the newly developed Automatic Ballast Detection System, which automatically recognises and monitors the counterweight configuration, ensuring that the correct lifting capacity is always set and removes part of the routine and risk from daily operations.

**THREE TERMINAL SAFETY CONFIGURATION**

With all electric powered access equipment, battery performance isn't just measured in capacity and charging times, but how the system reacts in a critical moment, in other words, reliability. Imagine an operator working at a height of 15 metres when a minor electrical glitch occurs, perhaps a brief spike from a faulty charger is detected. In a conventional two terminal battery system, this single fault can trigger the main contactor, resulting in an immediate loss of power, leaving the operator stranded. However, there are ways to avoid such an occurrence from escalating into a high altitude emergency.

BSLBATT is a lithium battery manufacturer that specialises in Light Motive Power and industrial energy storage solutions. It designs and promotes the three terminal battery configurations - Charge Positive (+), Discharge Positive (+), and Common Negative (-), which are aimed at high safety industrial applications. The company says that the product is not just a wiring change, but a redesigned Battery Management System (BMS) logic, ensuring the operator always maintains control, even when a fault occurs on the charging side. The company says that the primary benefit of the three terminal setup is that it provides physical and logical independent control over the charging and discharging circuits.

The company adds that in aerial work platform operations, its three terminal configuration uses dedicated contactors for each path. If the BMS

detects an overvoltage or fault, it immediately opens the charge contactor while keeping the discharge contactor closed, ensuring the operator maintains control over all of the drive and lift controls.

"High capacitance loads, such as motor controllers, require pre-charging to prevent contactor welding. The three terminal architecture allows the BMS to run a precise pre-charge circuit exclusively on the discharge path, without affecting the charging side. By separating the paths, the wear from frequent switching is distributed across two independent components. Furthermore, it simplifies diagnostics, allowing fleet managers to instantly distinguish between a charger fault and an equipment load issue, significantly reducing troubleshooting downtime."

**WHY DOES IT MATTER?**

In the rental and construction sectors, where safety ratings and high utilisation are the lifeblood of the business, the three terminal architecture is said to offer two major benefits:

- Zero Unplanned 'Stranding': It guarantees that the operator can always navigate the machine to safety, regardless of charging-side anomalies.
- Component Protection: Precise control over inrush currents protects expensive motor controllers and inverters.

It also, according to the company, elevates the industrial battery from a simple energy container to an active safety management system to deliver the most reliable and safest motive power solutions.

**REAL WORLD BATTERY ADVICE**

Although lithium battery technology might be seen to be hogging the limelight, traditional



BSLBATT 80V 615Ah lithium Ground Support Equipment battery

lead acid batteries still have a place in the aerial work platform market. Veloris - Europe's largest battery distributor, which rebranded from Ecobat following its recent sale to private equity firm Endless - says that lithium batteries do have clear benefits, such as longevity, they can be more deeply discharged and generally recharge more quickly. However, it says that purchasers should not overlook the key requirements of the application and then choose the most suitable technology, rather than simply opting for the latest technology.

Things to bear in mind include the initial cost, which is significantly higher for a lithium battery - sometimes by a factor of four, and while the lithium battery's lower weight is beneficial, with some equipment, the batteries on an aerial lift usually play a critical role as counterweight, the lack of weight is a distinct disadvantage.

When it comes to charging, it is likely that existing infrastructure will need to be upgraded to cope with the different charging parameters required by lithium batteries, which can also be costly. If equipment is stored or used outside, standard lithium batteries will not accept a charge if their temperature falls below zero degrees.

Another consideration is the environment, as many companies nowadays have policies that dictate carbon footprint or the percentage of waste needing to be recycled. In contrast to lead acid batteries, 99 percent of which can be completely recycled, lithium battery recycling is currently costly and environmentally challenging, all of which can add an additional back end cost. Although they do last longer of course.

Despite these negatives, for businesses with multi shift operations and high equipment usage, lithium is often the ideal solution. However, if the business faces budget limitations, runs single shift operations or the equipment is only used occasionally, or if it's old, perhaps nearing the end of its service life, then lead acid batteries are likely to be a far more cost effective solution or consider AGM batteries.





60 tonne XCMG XCA60-EV hybrid All Terrain crane

### DISCOVER'S NEW LITHIUM MOBILE PLATFORM

Canadian battery manufacturer Discover Battery, which supplies several large aerial work platform manufacturers with its Dry Cell AGM batteries, will launch a new lithium mobile platform and an improved lithium professional battery at Conexpo.

The Lithium Mobile battery DLM-16000-48V is a North American focused solution designed for high power mobile and industrial applications. Delivering 16kWh of energy at 51.2 volts with 314Ah capacity and charge/discharge capability up to 200A, the platform is engineered to support equipment requiring extended runtime and significant auxiliary power demand.

The DLM-16000-48V combines high energy density with stable voltage delivery under heavy loads, with integrated system intelligence through Discover Electronics and the Forge Battery Management System. The system incorporates advanced safety architecture, integrated heating capability and certified protection standards, including UL 9540, UL 9540A and UL 1973, along with an IP-65/NEMA 3R outdoor-rated enclosure designed for operation in harsh environmental conditions.

The solution is particularly suited for applications such as lighting towers, mobile power units and remote job site systems, where operators require reliable, maintenance free power together with predictable performance and simplified



deployment. According to Discover's internal analysis, the Lithium Mobile platform can achieve cost parity with AGM batteries in solar trailer applications while delivering efficiency, energy density and operational advantages associated with lithium technology. ■



Discover Battery is to launch a new lithium mobile platform



Discovers improved lithium professional battery

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# CHANGES AFOOT IN THE LOADER CRANE MARKET

The loader crane market may be a little on the quiet side when it comes to new product launches, but it is certainly going through substantial changes from a corporate point of view. With insolvency, acquisitions and new entrants, including the arrival of private equity on the scene. As far as product, it has been a slower year, possibly due to the high level of development over the past decade or two. Manufacturers have also incorporated all of the proven technology they can into their products and are now focusing on other aspects of their businesses.

**The global loader crane market remains dominated by three players - Palfinger, Hiab and Fassi - companies that originated in Austria, Sweden and Italy. The first two are publicly quoted, while Fassi is now majority owned by an international investment firm/Private equity. All three have seen a slowdown in the market, with flat financial results over the past year or two.**

The two majors are also shifting some of their focus away from selling more and more new cranes to building a larger service and support network. This is part of a two-pronged strategy: A: to provide a hedge against the cyclical nature of the new equipment market, and B: to help support their sustainability objectives. Their 'Services' operations include the usual replacement parts, repairs and service functions, plus sales of used and refurbished cranes as well as the provision of technology software. This is particularly interesting as the loader crane market has tended to lead the rest of the crane and, to a lesser extent aerial lift markets. Where loader cranes go today, the others follow later.

## HIAB GAINS INDEPENDENCE

Hiab - the company synonymous with the loader crane - has emerged from a 40 year period where it was owned by various groups, Partek, Kone and Cargotec - and from April last year is once again an independent, publicly quoted, standalone

company and is now listed on the Nasdaq Helsinki stock market.

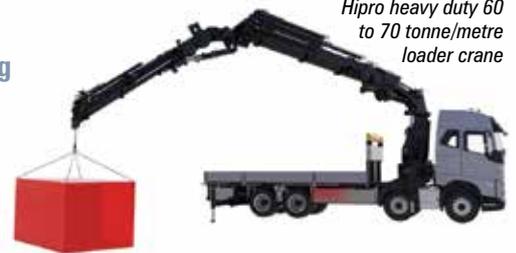
Just prior to regaining its independence, the company launched a couple of new models, including the 60 to 70 tonne/metre iQ.708 Hipro and the 18/19 tonne/metre Jonsered iZ.18R. However, its 2025 financial reports show a further six percent fall in sales to €1.56 billion, while order intake fell two percent to €1.48 billion. Fourth quarter sales picked up a little, perhaps showing signs a better year in 2026?

Chief executive Scott Phillips said: "2025 was a historic year for us after more than 80 years of pioneering Hiab became a standalone stock listed company. The year was, however, also characterised by increased trade tensions, which negatively impacted our business. We see a gradual recovery in Europe, Africa and the Middle East region, offset by a trough in the USA with the intensified trade tensions having a clear impact.

## HIAB ACQUIRES ING

In early January, Hiab completed its acquisition of Brazilian loader crane manufacturer ING Cranes in a move that is hoped will strengthen its presence in the country. ING is based in Caxias do Sul, north of Porto Alegre in southern Brazil where it produces a full line of articulated loader cranes with capacities up to 65.6 tonne/metres and a maximum tip height of 33.2 metres. It was established in 2010 and last year had sales in the

Hiab's new iQ.708 Hipro heavy duty 60 to 70 tonne/metre loader crane



region of €50 million, employing around 250 staff.

"The acquisition of ING Cranes is a logical step in our growth plans and ambition to expand not only organically but also through moves such as this," says Phillips. "Over its 15 year history, ING Cranes has had a strong record of profitable growth. Therefore, we expect that this will help us increase our overall market presence, it will provide us with a full range of loader cranes for the Brazilian agriculture, rental, construction and transportation industries."



Hiab completed the acquisition of Brazilian loader crane manufacturer ING Cranes in early January

## AMERICAN COVERAGE

Hiab also taken a radical look at its coverage of the US market, appointing two new mega dealers, MGX Equipment Services and Custom Truck One Source.

MGX is owned by Manitowoc and will sell and

## LOADER CRANES

support Hiab loader cranes across 13 states - Colorado, Delaware, Iowa, Maryland, Minnesota, Montana, Nebraska, New Jersey, North Dakota, South Dakota, Virginia, Wyoming and Utah. The company has eight locations within the states that are included in this agreement, seven of which will become Hiab Service Centres. It also runs an extensive network of locally based mobile service technicians across all the states mentioned.

In the same week Hiab announced that it had signed a similar deal with Custom Truck One Source for Hiab loader cranes and Moffet piggy back forklifts for the Western and North East regions of the USA, the loader crane territory includes: California, Oregon, Washington, Idaho, Nevada, Arizona, Kansas, Missouri, Wisconsin, Pennsylvania, West Virginia and New York. The Moffet territory includes New York, New Jersey, Delaware, Massachusetts, Rhode Island, Maryland, Connecticut and parts of Pennsylvania.

Custom Truck is a full service commercial truck dealer and operates from 41 locations across North America. It also runs a rental fleet of more than 10,400 units, which includes utility type truck mounted lifts/bucket trucks, truck cranes, boom trucks, digger derricks and other specialist vehicles.

### PALFINGER NOT FLYING QUITE AS HIGH

Austrian manufacturer Palfinger - almost certainly the loader crane market leader in recent years and for much of the past decade - was without doubt the loader crane high flyer, whizzing past market leader Hiab, which at times struggled under the centralised Cargotec corporate bureaucracy. In the past couple of years or so, Hiab appeared to have regained its mojo and has been fighting back.

Palfinger has, like Hiab, seen a slowdown in sales in the past year or two, although its 2024 results were still close to its record years. The company has yet to publish its full year numbers for 2025, although it expects sales to be in the region of €2.25 to €2.3 billion, a fall of around 2.5 percent on 2024, which was down by similar levels on 2023.

In the nine months to the end of September, Palfinger sales were 3.5 percent lower at €1.68 billion while a record 18.7 percent of its revenues came from Services. The order book at the end of September was 2.3 percent higher at €993.9 million, but well below where it was in 2023.

As with Hiab, Palfinger has seen an improvement in Europe, the Middle East and African region, where order intake remained relatively stable. In North America, however, the US tariffs have led to a decline in demand and profitability. On the other hand, the company saw record demand in South America, driven by strong developments in Brazil. Asia Pacific also continued to improve thanks in part to India, where the company is seeing positive increases. It has opened a 'Global Development Centre' in Pune, India in partnership with L&T Technology Services, with the aim of expanding its engineering capacity and increasing its activities in the region.

As part of the agreement L&T and Palfinger have opened new facility with 20 engineers, to support both local and worldwide development loader crane projects, in cooperation with Palfinger's technology centre in Köstendorf, Austria. Palfinger says the move is part of a wider plan to expand its local distribution/partner network, while it is also considering setting up a local production facility in the region.

Chief executive Andreas Klausner said: "These regional differences show how important it is to act proactively and flexibly, and to seize opportunities as they arise. This approach enables us to achieve profitable growth, even under challenging circumstances."

### PALFINGER ADDS TO TEC RANGE

At the end of last year, Palfinger added a new product - the 23 tonne, 68.7 tonne/metre PK 720 TEC - to its TEC line of mid to high capacity loader cranes. The new model slots into the range between the PK 580 and PK 880 TEC.

The PK 720 crane has a nine section boom, providing a tip height of 22 metres, which can be topped while a nine section - seven hydraulic and two manual - jib taking the maximum tip height to 37 metres with a maximum radius of 34 metres, at which point it can handle up to 500kg. The stowed crane needs no more than two metres of truck bed length and is 2.55 metres wide, with a total weight of 6,440kg. The maximum outrigger spread is 8.6 metres.

The new crane features Palfinger's P-profile boom and structural design for maximum stiffness with low overall weight, along with a new lighting system that includes two work lights on the boom and two on the jib, as well as LED strips beneath the main boom.

The new Palfinger PK 720



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

### CHANGES AT FASSI

Fassi, a family company for almost 60 years, sold a 70 percent stake in the business to a UK international investment/private equity firm, Investindustrial group in January 2024, with the family retaining the remaining 30 percent.

Since the acquisition, there have been some significant changes, including the acquisition of German truck body manufacturer Bavaria Fahrzeugbau and signing a supply partnership with Swedish steel producer SSAB for the provision of fossil free steel. The move builds on its existing partnership in which it uses SSAB's Strenx steel in its heavy duty cranes.

However, potentially the biggest change of the lot is the appointment of Victor Gottardi as chief executive of Fassi Gru (Fassi crane), who will work alongside group chief executive Giovanni Fassi. Gottardi was the chief executive and an investor in the Italian company Arag and US based Nordson, a manufacturer of precision technology for production lines. Arag was acquired by Nordson in 2023.



A Palfinger PK 880 TEC



The Fassi F1050

One assumes that he was responsible for Fassi's rebranding and new corporate identity last September aimed at connecting all of its subsidiaries and brands including Fassi, Marrel, Cranab, Vimek, Slagkraft and Forez Bennes. The Fassi announcement said: "The aim is to create a common logo that represents both diversity and belonging, underscoring both recognisability and a sense of affinity."

Giovanni Fassi added: "In an increasingly divided world, we need to be more united than ever. Unity is built on ideas and is underpinned by actions. However, unity also needs to be recognisable, with a logo that unequivocally tells the world who we are."

### **TWO OWNERSHIP CHANGES FOR HYVA**

Last summer the Dutch loader crane group Hyva, which includes the Hyva, Kennis, Ferrari and Amco Veba loader crane products, was acquired by German Private Equity firm Mutares. The move came just six months after Hyva had been acquired by German commercial vehicle safety systems and component manufacturer Jost. It turns out that Jost was only interested in Hyva's tipper truck cylinders and off-highway component business and did not fancy getting into the increasingly tough loader crane market.



*Hyva HB 102, 152 and 202*

Mutares was set up by chief executive Robin Laik in Munich, and he remains its largest single shareholder, although it is quoted on the Frankfurt Stock Exchange. The Hyva companies acquired by Mutares have annual revenues in the region of €100 million, with around 400 employees across production plants in Italy, Brazil and China, along with a network of sales and distribution offices.



*A Hyva HC361 E5 loader crane delivered to the Portuguese Air Force*

Johannes Laumann of Mutares said: "The crane business unit of Hyva is a very promising new platform for our Goods & Services division with a globally recognised brand in truck mounted cranes. The business presents a turnaround and 'carve out' opportunity due to recent financial underperformance and operational inefficiencies. With our proven expertise in carve-outs and restructuring, we aim to restore profitability and drive sustainable growth. With a hands-on approach and long term investment strategy, we see the company as a valuable addition to our portfolio."



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## ATLAS IN ADMINISTRATION

German loader crane and excavator manufacturer Atlas has recently filed for administration. At one time the company was number two to Hiab and remained the market leader in the UK for many years. Business operations - including normal production, spare parts service, and customer support - will continue. However other companies in the group - Atlas Spare Parts, Atlas FF, Atlas Group Services, and Atlas Kompakt - are also threatened with insolvency.

Self-administration proceedings are only ordered by the insolvency court if, after a thorough examination, and if there are viable prospects for restructuring and the company's continued operation is financially secured for the duration of the proceedings. The management remains in full control and will manage the restructuring itself, although the progress will be overseen by a court-appointed administrator.

To support the management team, restructuring experts Malte Köster and Hans-Joachim Berner from law firm KösterBerner have been appointed as general representatives. Attorney Hendrik Gittermann of Reimer Law has been appointed provisional administrator by the local court.

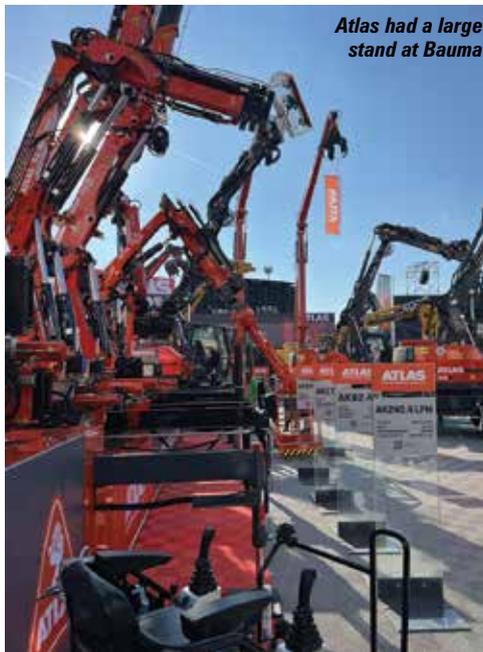
Atlas was established in 1919 and was once a challenger to Hiab for leadership of the loader crane market until Palfinger became a force. The Atlas companies involved in the process employ around 400 people with revenues in the region of €150 million.

The company said: "The situation stems from a prolonged, industry wide market weakness in the construction machinery market, which led to a significant decline in orders and lower capacity utilisation. Atlas had already initiated extensive restructuring measures prior to filing for insolvency and was supported in this by liquidity contributions from its shareholders. Despite these efforts, liquidity shortages could not be resolved. Ultimately, some disruption cannot be completely avoided. The self-administration proceedings now provide the necessary legal framework to consistently implement the restructuring already underway and to sustainably stabilise the company. Employees have been informed about the next steps. Wages and salaries are secured through insolvency benefits until the end of April 2026."

## LESSER KNOWN MAKES

The huge Bauma exhibition held in Munich, Germany, every three years, is always a great opportunity to find lesser known manufacturers. Last year, one of these was Chinese company Sunhunk. It was established in 1993, initially dealing in spare parts and components for cars and trucks before moving into dump trucks in 2004 and has been expanding rapidly since then, becoming Sunhunk Heavy Industry. In 2016, seeing the early buds of growth in the Chinese loader crane market decided to jump in. Almost 10 years on, it produces a range of straight boom from 16 to 40 tonne/metres and regular articulated crane models from 10.8 to 108 tonne/metres.

It also has a line of five 'High Performance' articulated loader cranes from 120 tonne/metres to 828 tonne/metres for mounting on four and five axle chassis.



Atlas had a large stand at Bauma



An Atlas 170.2 V from a few years ago



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



A 468 tonne/metre Sunhunk H4680 mounted on a five axle chassis

At Bauma, the company had a substantial stand with models from its articulated and High Performance range. Largest on the stand was the 468 tonne/metre Sunhunk H4680 mounted on a five axle truck chassis with a maximum lift capacity of 115 tonnes and 24 metre working radius from the eight section boom. Maximum lift height is 26.5 metres.

## HC INDUSTRIES

Italian company HC Industries is a relatively new loader crane manufacturer based in Reggio Emilia and currently produces cranes from half a tonne/metres to 34 tonne metres, but is planning to expand its product line up to 50 tonne/metres. It has six ranges from Lightweight and Mini cranes through small, medium and heavy cranes as well as vehicle recovery cranes.

The company had several cranes on display at Bauma, including an HC 14 S with a maximum capacity of 1,150kg, yet it has an overall weight of 187kg. It was shown enclosed in a transparent plastic box and was controlled remotely via a tablet/smartphone. Other models included the 19.5 tonne metre HC 190 in the Medium crane range with a maximum 25.56 metre outreach.



HC Industries demonstrating the remote control of its HC 14 S via a tablet/smartphone

## TADANO/PM

Another really interesting change is Tadano's acquisition of PM loader cranes, which came with the Japanese company's takeover of the Manitex Group at the end of 2024, which also included the Oil&Steel and Valla brands. PM has always made a good crane and has a decent following, but has struggled in the past decade or two with different owners. Tadano, which has made telescopic loader cranes for many years, seems keen to become a serious player in the articulated loader crane business and extend its reach beyond the Asia Pacific region where it sells its telescopics. Its latest results show that PM has already boosted its loader crane division within the group. At Conexpo PM will make way for the Tadano brand, but remain within the new model nomenclature. This is definitely one to watch. ■



A Tadano PM 65 SP



A Tadano PM 23.5 SP

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The GGR stand



A Nifty HR12N



Skyjack was showing its latest 19ft SJ3219 micro scissor

# EXECUTIVE HIRE SHOW 2026

The first UK equipment show of the calendar year is the Executive Hire Show which takes place early February at the Coventry Society Arena. While it is the annual trade show for the UK plant and tool hire sector, there are an increasing amount of products that are lifting and access related.

The first day was busy with more than 150 manufacturers and suppliers exhibiting with a significant number making their show debut. There was also a good number of access and lifting equipment companies showcasing some of the latest products, however most of the lifting and access equipment has been launched or seen at Bauma, or the more specialist shows such as Vertikal Days or GIS etc. It was however interesting to see products in the metal. Trade associations for the UK plant hire sector including the CPA and HAE were also supporting the event.

Several recently launched telehandlers were on display. LGMG was showing its 17.6m/4,000kg H1840 as well as the 5.94m/2,500kg H625E powered by an interchangeable 80V Lithium-Ion battery and equipped with a PMSM (Permanent Magnet Synchronous Motor) lifting motor to control hydraulic functions. LGMG aerial work platforms on show included a new 10 metre working height M0810JE mast boom with 3.2 metres outreach and 200kg capacity, a 7.8 metre working height SO607E-2 scissor lift with anti-entrapment function and a 15.8 metre A14JE-2 electric articulated boom lift.

Sany was showing off its 6m/2,500kg STH625 compact telehandler and Skyjack its new 19ft SJ3219 micro scissor lift available with full EN280 compliance and CE mark, first launched last September.

As well as its S1932E scissor lift, JCB showed its 100 kVA/50Hz Hydrogen G60RSH generator powered by a JCB hydrogen combustion engine. When working with the JCB three phase Powerpack it is a hydrogen powered generator designed to reduce emissions.

JLG - located in the entrance Atrium - showed two of its Nano Series push arounds which were launched in 2024 and 2025 - the Nano 30CS



JCB Hydrogen G60RSH generator



The busy LGMG stand



The 6m/2,500kg Sany STH625 compact telehandler



*JLG Nano 30CS*



*JLG pipe carrier attachment*



*JLG tool tethering attachments*

and Nano 35. With the 550mm wide platform the Nano 30CS is specially designed for internal ceiling tile access. Also displayed on a scissor lift were several safety guard attachments - the board carrier and pipe carrier as well as its tool tethering attachments.

JLG's latest incarnation of its LiftPod - a new manually powered low level push around work platform, with working heights up to 3.5 metres that can be quickly and easily folded for storage or moving - could be seen on the Access Platform Sales stand which also included products from Niftylift, Wienold and ToughLift.

Other access exhibits included Leguan's 195 spider lift in the outside display area and the OPTiTemp CUBE100 Mobile Power Unit - part of its Avant e500 series of mobile energy and charging products for electric machinery. Hird was showing a 17 metre Oil&Steel Octopus 17 spider lift and a Winlet 785 vacuum lifter together with new area sales manager Liam Buckley.



*Liam Buckley, Hird's new area sales manager*



*Towmate trailer*



*The JLG Lift Pod on the APS stand*

The show also attracted plant trailer manufacturers and this year included Nugent Trailers which showcased a trailer featuring a Hiab T-CLX 018 995kg crane and Towmate Trailers with its new Rhino, specially designed for transporting generators.

There were also more than 30 power generation/battery companies including Liebherr with its Liduro Power Port LPO 100 lithium-ion trailer-mountable mobile energy storage unit for remote applications. Steve Vick exhibited for the first time with a portable renewable power from Renset.



*Liebherr Liduro Power Port LPO 100*



*Snorkel S3219 Plus and S303 mini scissors*



*Hird stand*

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# RENTAL RATE SURVEY CORRECT INFORMATION

Many thanks to all of our readers who pointed out that a few of the Powered Access Rental Rate tables on page 33 of last month's Rental Rate Survey had the incorrect information. These included utilisation percentages in the place of the rental rates.

As soon as we were alerted to the error, it was immediately corrected on the digital and online versions hosted on www.vertikal.net, Issuu and the Magzter newsstands. In order that our many avid printed copy subscribers and readers also have all the information we are publishing the correct tables for Electric scissors, Diesel scissors, Electric articulated boom lifts and Diesel/RT articulated booms below.

Thank you once again to all who participated in the survey. We hope that you found the results interesting and useful.

## 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	Ideal
Under 20ft (7.8m)	102 ▲	77 ▲	137 ▼	150 ▲
20ft (8m)	111 ▼	82 ▼	160 ▼	143 ▲
26ft (10m)	134 ▼	112 ▲	163 ▼	194 ▲
28-35ft (12m)	175 ▲	132 ▲	250 ▼	239 ▲
36-48ft (13-16.5m)	251 ▲	180 ▲	350 —	278 ▲
49-59ft (16.6-19.5m)	557 ▲	320 ▲	851 ▲	640 ▼
60-80ft (20-26m)	886 ▲	666 ▼	1,370 ▲	848 ▼
Over 80ft (27m)	2,200 ▲	2,200 ▲	2,200 —	2,400 ▼

### Diesel scissors weekly rate in £

Platform Height	Average	Lowest	Highest	Ideal
Under 40ft (14m) (Compact RT)	186 ▼	140 ▼	245 ▼	238 ▲
32-44ft (12-15m) (Full size RT)	250 ▲	160 ▼	355 ▲	305 ▼
50-65ft (17-22m)	322 ▲	253 ▲	480 ▼	413 ▼
66-80ft (22-26m)	729 ▼	630 ▼	800 ▼	850 ▲
81-95ft (26-30m)	1,700 ▲	1,250 ▲	2,200 ▲	2,200 ▲
Over 96ft (30m)	2650 ND	2400 ND	2800 ND	2875 ND

### Electric articulated boom lifts weekly rate in £

Platform Height	Average	Lowest	Highest	Ideal
Under 36ft (13m) Industrial	255 ▲	240 ▲	273 ▲	322 ▲
Under 38ft (14.5m) Nifty HR12/ Snorkel AB38	262 ▲	225 ▲	301 ▲	314 ▲
38-55ft (14-18m) (Genie 45/52ft)	315 ▲	240 ▼	401 ▲	418 ▲
56-70ft (18-23m)	479 ▲	346 ▲	795 ▲	577 ▲
Over 71ft (23m)	901 ▲	708 ▲	1,000 ▲	1,200 ▲

### Diesel/RT articulated booms weekly rate in £

Platform Height	Average	Lowest	Highest	Ideal
Under 53ft (16m)	252 ▼	170 ▼	330 ▼	316 ▼
56-68ft (17-23m)	418 ▲	225 ▲	850 ▲	540 ▲
69-89ft (23-29m)	573 ▲	400 ▲	750 ▲	631 ▲
90-140ft (30-44m)	1,030 ▼	590 ▲	1,400 ▼	1,033 ▼
Over 145ft (45m)	1685 ND	1,360 ND	1,790 ND	1,870 ND

### 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

# GOING UP IN THE WORLD



## A history of Simon Engineering, the development of the powered access industry and a lifetime as an engineer, by Denis Ashworth

Ashworth was a keen engineer and from an early age found himself in at the very start of the modern powered access industry.

His book is an unusual combination of autobiography and history of Simon Engineering Dudley, a pioneer of the powered access industry and at one time, the world's largest manufacturer of aerial lifts.

The coffee table sized book, is highly readable and includes around 150 photographs and drawings from the very beginning of the industry. It is a 'must read' for anyone who is interested in powered access, the hydraulic equipment industry or in comparing modern day engineering challenges with those of an entirely different era.

The book is available direct from the publishers at £19.50, plus £4.50 postage and packing.

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# A CRANE BOOK ON A COMPANY YOU MAY NEVER HAVE HEARD OF... BETOX - SUOMALAINEN TORNINOSTURI

When news of this book arrived in the office, we were puzzled. With all the years most of us have spent in the business, none of us had ever heard of the Finnish tower crane manufacturer called Betox. Clearly, not a name you would choose today.

The company was established in 1954 as Rakennusväline Oy to sell Betox branded construction equipment made by sister company Betonikone. In 1958, it began making a version of the Linden D-25 tower crane under license. The move was driven by a building boom spurred on by Finland having paid off its war reparations to the Soviet Union. As the boom reached the suburbs, and the need for apartment blocks increased as well as large infrastructure projects, demand for cranes, especially tower cranes, also took off.

By 1964 the company decided it needed a product of its own, designed to cope with the harsh local conditions. So, in 1968 it introduced the first Betox crane, the 80/100 with stronger steels and rugged basic mechanics and controls for easy service and repair. It benefited from additional experience gained over the years by importing tower cranes from Kroll, Peiner and Pignon, all of which went into the new Betox cranes.

The growth continued through the 1970s. In 1974, for example, a total of 140 new tower cranes were sold in Finland - country with fewer than 4.7 million inhabitants at the time. In 1979 the company name was changed to Betox Oy, in order apparently to "facilitate sales overseas".

As the 1980s progressed, the company responded to market demands by introducing more sophisticated electrics, more comfortable cabs and larger models, including the Betox 200 and Betox 300 and it began exporting to Sweden, the Soviet Union and the Middle East. It even sold one in South America. With rising costs in Finland and stronger competition, things became tight,

although a strong reputation for easy to obtain parts and ease of repair kept it going for a while. The recession of the early 1990s proved more challenging, though and the company could not match the global tower crane producers. Betox was sold in 1995 to A-Elementi Rakennusmies, the Potain tower crane importer, bringing to an end the short life of the Betox tower crane.

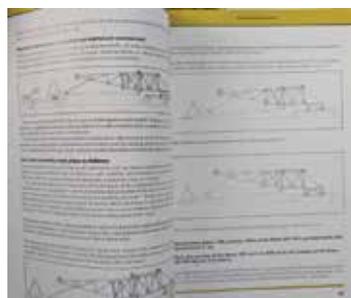
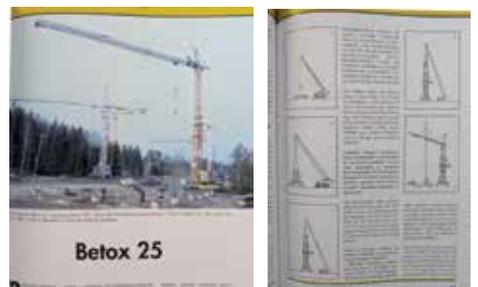
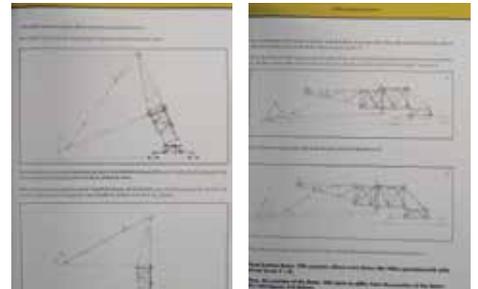
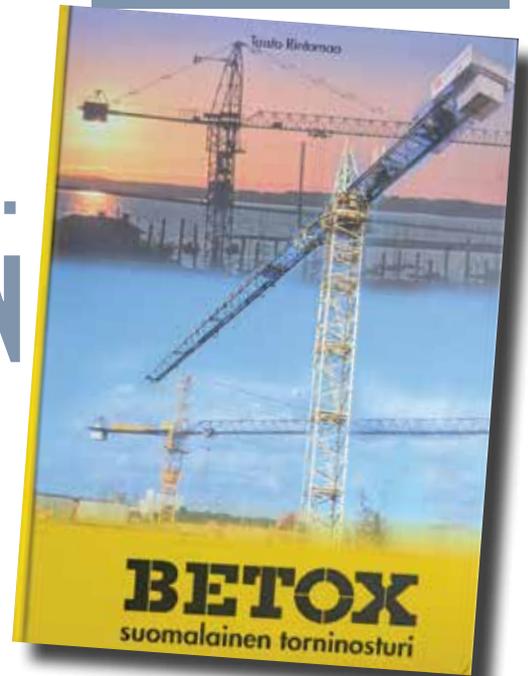
The book not only covers the history of the company with an absolute wealth of great photographs, but also includes functional drawings and all manner of other details. It was commissioned by the board of the Crane History Society of Finland, after having published a book on Finnish mobile crane manufacturer Lokomo. It chose Betox for a follow up, largely due to a huge amount of historical material available along with people who had worked with the company or its cranes.

It was written by Taisto Rintamaa, with Jari Pakkala as technical expert who said: "The goal was to create a technically accurate book that also contains colourful stories". The book has already aroused great interest in advance. The first edition consists of 500 copies.

If you are a crane, and particularly a tower crane 'anorak'/fanatic, you will love this book. It is bilingual - Finnish and English - with excellent English translation. It can be purchased from the Nosturihistoriallinen Seura ry. Price is €35 + shipping costs, and it can be ordered from the association's secretary Taisto Rintamaa.

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# RPV AND STEAM GENERATORS INSTALLED AT HINKLEY POINT C

The installation of reactor pressure vessels and steam generators in the reactor building at the Hinkley Point C nuclear power station, currently under construction in the UK, required them to be manoeuvred around a complex curved route and involved a custom engineered solution.

**Reactor pressure vessel and steam generator manufacturer Framatome approached crane and heavy lift group Mammoet to handle the sensitive components weighing up to 520 tonnes. Framatome required a technical solution that did not use any pre-existing on-site lifting equipment. This was to ensure that the operation could be performed safely and to schedule around other work. The biggest technical challenge was how to deliver all of the components through a small opening in the reactor building.**

Mammoet's Darren Watson said: "The congestion around the unit, and the spatial limitations gave us an interesting challenge. We engineered a solution, including a gantry system, running from the identified pickup location to the components location and height. To achieve this, Mammoet engineers designed and constructed the Outside Lifting System (OLS). Using a combination of winches and strand jacks, the OLS lifted the components directly from SPMT transport and lowered them onto a skidding system to move them into the building.

Typically, skidding systems are laid in straight lines, however, due to the shape of the reactor building, a 30 degree curve was needed. This allowed the components to enter the structure at the correct angle for subsequent installation.

The system also incorporated a turntable - tailor made to accommodate the transport saddles for the components - which allowed them to be rotated as they travelled along the skid path. Once inside the building, the components were lifted and rotated from the horizontal to the vertical before being lowered into their final installation position. For this operation, two Temporary Lifting Devices (TLDs) were fitted to the existing polar crane - a high capacity overhead crane on a circular track near the dome's spring line, enabling 360 degree rotation to lift and position heavy components.

The larger 600 tonne TLD performed the main lifting operation using a containerised winch for the hoist. The second TLD, with a 320 tonne capacity, used strand jacks to complete the reorientation of the loads. This electric powered



solution also helped reduce emissions and noise, leading to a safer working environment.

Mammoet benefited from experience gained with a gantry system used for component installation at the Flamenville, nuclear power station in France, while Mammoet's PTC35 crane is helping to extend the Bruce Power facility in Ontario, Canada. ■





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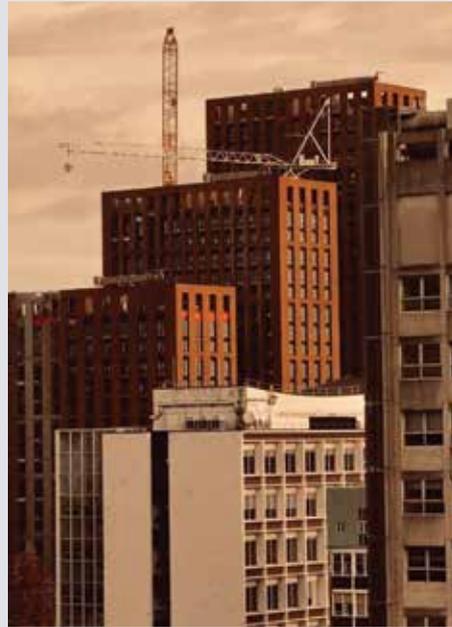
# COMPLEX MANCHESTER TOWER CRANE REMOVAL

The dismantling of a Terex CTL 180 luffing jib tower crane in Manchester in the UK posed several significant challenges and required a crane of at least 650 tonnes to extricate it from its challenging position. Ainscough Crane Hire's Heavy Cranes division was given the job at the Echo Street student accommodation development in the city.

The tower crane was originally erected in August 2024 by Select Plant, using one of Ainscough's Liebherr LTM 1450-8.1 All Terrains. Initially installed to a height of 72.4 metres, the tower crane was later climbed to its final height of 90.3 metres following the demolition of existing structures on the site. By June 2025, construction of the 30 storey, three block student accommodation scheme had been completed, allowing preparations for the crane's dismantling to begin.

However, the dismantling operation presented several significant challenges. The crane sat just two metres from the site boundary, adjacent to live railway lines leading into Manchester, along with occupied student accommodation, and the Grade II listed University of Manchester teaching buildings. These constraints demanded a detailed and carefully coordinated planning process.

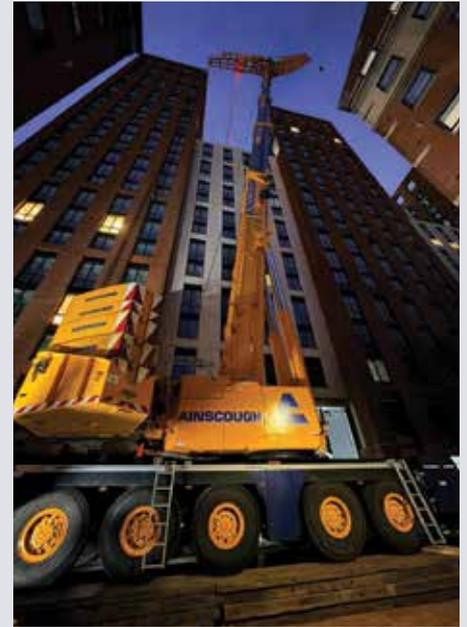
The project team, led by Ainscough and Select Plant, started with detailed structural checks on neighbouring building basements to confirm



suitable ground bearing capacity. Approvals were secured from National Rail, and comprehensive traffic management plans were implemented to control all site access.

Additional route notifications were required, as crane and ballast transport routes differed from those used by the tower crane components due to the restricted working area.

The hard standing for the eight axle 700 tonne



Liebherr LTM 1650-8.1 was prepared with a 400mm deep bed of sand beneath four large steel mats. A 60 tonne crane then installed 40 timber Ekki mats on top to form a ramp, enabling safe, easy access for the crane, which arrived the following day. It was rigged with 150 tonnes of counterweight and 28 metres of luffing jib, allowing the Select Plant team to dismantle the tower crane in the shortest time frame with the least disruption.

# WALSALL ENERGY RECOVERY FACILITY

**Heavy lift tower crane specialist, Marr Contracting has been awarded the contract to deliver specialist crane services on the construction of the Walsall Energy Recovery Facility (ERF) in the UK. The facility - being delivered by leading energy recovery company, Encyclis - will convert up to 436,000 tonnes of non-recyclable waste into around 49Mwe of baseload electricity - enough to power 90,000 homes.**

Kanadevia Inova was appointed principal engineering, procurement and construction contractor and working with Marr developed a single crane solution using a M2480D heavy lift luffing tower crane, which it claims is the world's highest capacity tower crane.

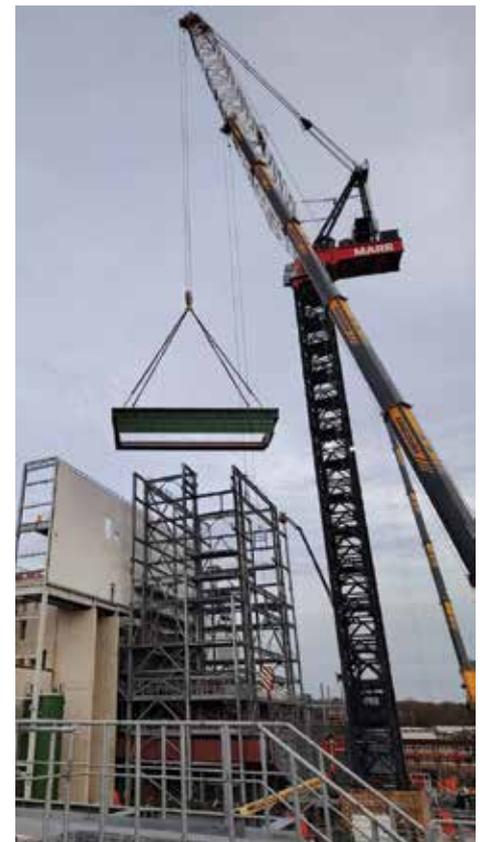
The M2480D is configured with a capacity of 100 tonnes and will perform critical lifts, including installation of the 78 tonne economiser and a 69 tonne boiler drum. By enabling larger modular components to be lifted directly into position, the solution supports the



project's Design for Manufacture and Assembly approach. This reduces the number of lifts required, helping maximise site productivity and maintain construction zone safety.

The crane strategy was chosen to suit the site's ground conditions and reduce foundation requirements. Erected within the footprint of the plant, the M2480D provides a practical lifting solution on an active construction site, minimising the impact on the laydown areas.

Construction of the Walsall ERF is currently progressing, with Marr's crane scheduled to be on site until the end of 2026.



# SEEKING STARS

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

- Plant Mechanic of the Year (Level 2)
- 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
- Technical Support Person of the Year
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Jack Lovesey, National Plant Mechanic of the Year 2025



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## SAVE THE DATE

Awards ceremony on 9th July 2026

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# STARS OF THE FUTURE AWARDS 2026



The CPA Stars of the Future Awards 2026 are open for nominations for apprentices and trainees and are not restricted to CPA members. The deadline for submissions is 20th March 2026.

Nominations can be made online or using a traditional nomination form in Word, and further details can be found on the CPA website at <https://cpa.uk.net/product/stars-of-the-future>. Relevant categories for the lifting sector include Crane Operative, Plant Installer and Technical Support, as well as Plant Mechanic and Plant Technician.

## 2025 STARS OF THE FUTURE PRIZES

Just as the CPA 2026 Stars of the Future Awards are launched, several of last year's winners have been making use of their prizes, which ranged from iPads to toolboxes, certified training courses to a couple of overseas trips.

## WOLFFKRAN TRIP - BEST PERSONAL STATEMENT AWARD

The winner of the Best Personal Statement Award 2025, as well as the Plant Technician of the Year - Scotland, was Scott Kelly, 20, of Finning, who is now in the fourth year of his apprenticeship. The Wolffkran sponsored prize for the Best Personal Statement Award was a two day trip for two to Berlin, which included a tour of the Wolffkran facility in nearby Luckau.



Scott Kelly

Kelly travelled with his father, James, a former offshore engineer and was accompanied by Wolffkran UK managing director Dave Holder, who also serves as a CPA Trustee and chairman of the CPA's Tower Crane Interest Group.

Speaking of the trip, Kelly said: "At the Wolffkran factory, Dave gave us a comprehensive tour, explaining the entire process - from crane design and manufacturing to assembly, painting, and shipping. We even climbed an operational crane in the yard - a thrilling experience that gave us a real sense of scale. We then returned to Berlin for a visit to the Christmas market."

"On our final day, we had a Trabant tour - driving the iconic East German two stroke car, which included a visit to the DDR Museum, before heading back to Glasgow. We had a great time. Huge thanks to Dave, Wolffkran and the CPA for organising such a memorable trip."

Dave Holder added: "From the outset, it was obvious that Scott and his dad James share a passion for engineering as well as a real cultural interest in the city of Berlin. The two showed a high level of engagement and interest in our products and the manufacturing facility. It is really encouraging to see such enthusiasm for equipment in general and convinces me that this prize is, without doubt, an extremely worthwhile contribution to the Stars of the Future Awards."



Scott Kelly and Dave Holder up the tower crane in Berlin

## LIEBHERR TRIP - PLANT INSTALLER AWARD

As one of the original Stars of the Future prize providers and sponsors, Liebherr once again organised a visit to its plant in Ehingen. The prize is normally reserved for the winner of the Lifting Technician/Crane Operator Award, but a lack of entries in 2025 caused it to rethink, and it agreed to transfer the prize to the winner of the Plant Installer Award, which includes apprentice tower crane installers.



Joel Munt

This is the sixth year that Liebherr has offered this prize, which includes hotel accommodation and travel expenses. The 2025 award was won by Joel Munt of L Lynch Plant Hire & Haulage. He started his career as a yardman but was inspired by one of his colleagues who was a GPS technical engineer - a role he always fancied trying. He is now a machine control engineer, and the portfolio of projects he has worked on includes the HS2 high speed rail link. He was accompanied on the trip by a colleague, Lewis Greenall. They were welcomed at the plant by Arran Willis, Liebherr's after sales operations manager for the UK and spent the day touring the production facilities before being given a chance to operate a selection of cranes in the company's test area.

Willis said: "Although our visitors, Joel and Lewis, are not directly involved with cranes, we do now have two crane addicts."



## ILLAPG 2026 MEETING DATES

The Industry Lifting Lead AP Group (ILLAPG) has confirmed its 2026 meeting schedule, with sessions planned throughout the year to continue supporting guidance development, competency progression and best practice within the lifting sector. The confirmed dates are:

2026 Meeting Dates	Venue
16th April	GGR
4th June	Skanska
6th August	TBC*
8th October	TBC*
10th December	GGR

\*To Be Confirmed. Venues subject to change



Meetings are typically well attended both in person and online, reflecting continued engagement and collaboration across the appointed person and wider lifting community.

For further information or to enquire about attending, please contact [enquiries@illapg.com](mailto:enquiries@illapg.com) or visit [www.illapg.com](http://www.illapg.com).

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# NEW CHAIRMAN FOR UK COUNCIL

Jonathan Till has been appointed chairman of the IPAF UK Country Council. He succeeds Ben Hirst, who has stood down after more than four years in the role. Till is the owner and managing director of UK rental company GTAccess and has spent the entirety of his career in the equipment rental industry with GTAccess and its predecessors.

Till said: "I am delighted to take over as chairman of the UK Country Council and to continue the good work of the previous chairman, Ben Hirst. The UKCC has an important role to play in advising IPAF of UK priorities and representing all members, and I look forward to working closely with them and the IPAF team to that end."

Hirst added: "I've been immensely proud to serve on the UKCC and to work alongside such a committed and thoughtful group of people. I genuinely believe we've made a positive impact on the industry during my time involved."



Jonathan Till

# MCWP & HOIST REPRESENTATIVE

John Joe Magee has been appointed IPAF global Mast Climbing Work Platform and hoist representative. Magee is an experienced mast climber and hoist instructor having also played a key role in industry development through his involvement in IPAF's UK and Ireland MCWP and hoist working groups.

Magee succeeds Angel Ibáñez, who has left the company after more than eight years to take up a new role closer to his hometown of Zaragoza in Spain.

Ibáñez said: "This has been the most rewarding stage of my professional life, and I am proud to have contributed to making the lift industry a safer one."

Magee added: "Building on the significant progress made under Angel's leadership, my focus will be on continuing to provide members with high-quality service, promoting active engagement, and supporting growth across all regions."



John Joe Magee

# NEIL RUDDOCK TO SPEAK AT ELEVATION UK

IPAF's annual Elevation UK event will take place on July 1st at the Hilton St George's Park, north of Birmingham, where former Liverpool and West Ham footballer Neil 'Razor' Ruddock will speak at the evening event.

Razor, a former Premier League defender for Liverpool and West Ham, is now a motivational speaker, sharing his story of overcoming health challenges and transforming his life. The night will also feature entertainment, while the World Cup will be on screen throughout the evening (fixtures and timings to be confirmed).

Tickets can be purchased here:

<https://www.ipaf.org/elevation>



Neil 'Razor' Ruddock

# FRAUD & THEFT SEMINAR

IPAF has hosted an online seminar to discuss fraud and theft prevention in the powered access and equipment rental markets with experts on insurance, law enforcement, and industry security.

The session - hosted by IPAF's Richard Whiting - focused on practical ways companies can reduce their exposure to financial and operational losses caused by fraud and theft.

The speakers included:

- Mark Brown, client management director of AON Leeds
- Andrew Huddleston, National crime unit/ National construction and GGRI theft team - Northumbria Police
- Dave Luscombe, CESAR/Police liaison & special projects consultant at The Construction Equipment Association
- Kevin Howells, chief executive & managing director of Datatag ID

The speakers examined common risks, shared prevention measures, and highlighted the importance of insurance, industry security initiatives, and collaboration with law enforcement.

The session can be watched for free here:

[https://youtu.be/vNuD1VEU3\\_s](https://youtu.be/vNuD1VEU3_s)



Mark Brown



Dave Luscombe



Kevin Howells



Andrew Huddleston

# IPAF PARTNERS WITH HIRELAND

IPAF is set to become an association partner for Hireland 2026, the Irish access and construction show on March 26th at the National Show Centre, Dublin.

IPAF will exhibit on stand A9, providing visitors with guidance on powered access safety and training within the rental sector. Irish country manager Damien O'Connor will also provide two presentations on IPAF Rental+ and its importance within the industry.



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# NEW OPERATORS' FORUM CHAIRMAN

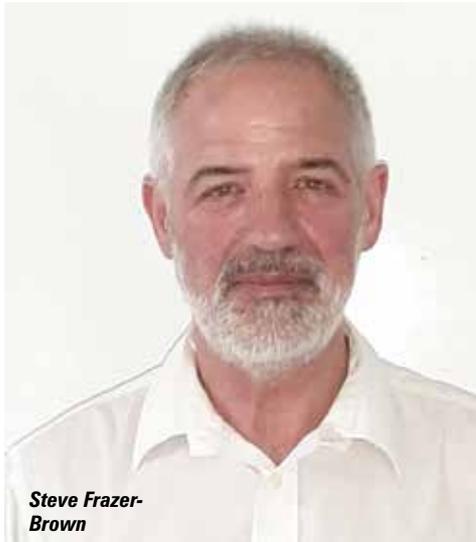
Algeco UK's Nick Sesevic has been elected as the new chairman of the ALLMI Operators' Forum.

Sesevic succeeds Steve Frazer-Brown, formerly of David Watson Transport, who recently stepped down following retirement, having been the forum chairman since the fleet owner division's founding in 2006.

Sesevic said: "Being head of lifting at Algeco UK has shown me just how important open collaboration, consistent standards, and strong behaviours are in preventing harm, and I look forward to bringing that experience to this position, to help further strengthen safety culture across our industry."



Nick Sesevic



Steve Frazer-Brown

Frazer-Brown added: "It has been an honour to serve as forum chairman for the past 20 years, giving me the opportunity to work on so many important issues with the executive and technical committees, as well as the ALLMI board. Everyone should be incredibly proud of what the association as a whole has accomplished. I must also make a special mention of Dave Watson, who sadly passed away last year, as he always supported and encouraged me in the role."

"It's a pleasure to hand over to Nick, who has been a valued member of the executive committee for many years and is an excellent candidate for the position."

ALLMI chief executive, Tom Wakefield said: "ALLMI has an enormous amount to thank Steve for. His tenure has been underscored by his selfless dedication, with the sole aim of furthering the Operators' Forum and raising standards throughout the industry."

# CSCS SMART CHECK MILESTONE

In April 2022, ALLMI launched its smart ID card containing a QR code compatible with the verification platform 'CSCS Smart Check'. Now, nearly four years on, the platform operates across all 37 CSCS partner card schemes and has already reached 60 million scans.

Developed by the CSCS Alliance - of which ALLMI is a member - CSCS Smart Check is the only platform for verifying all 2.3 million cards which carry the CSCS logo. It offers a quick, secure way to confirm that personnel coming on site have the correct card, training and qualifications for their role.



# ELECTION TIME

Sesevic's appointment was part of a wider election process for positions on both the ALLMI board and Operators' Forum Executive Committee. In addition to the Operators' Forum chairman change, an election was held for places on the Executive Committee which on closing resulted in a tie. As a result, the voting window was extended, with the election continuing at the time of writing.

For the ALLMI board, the election concluded with Alastair Evans of Hiab continuing in the chairman's role, and the majority of incumbent directors retaining their positions. The only change was the departure of long serving board member Richard Short, formerly of Penny Engineering, who relinquished his position due to retirement. The vacancy left by Richard Short is being contested following an extended nomination deadline, so look out for an update in the next ALLMI Focus.

Evans said: "Richard will be greatly missed, and he has our sincere thanks for his valued contribution and commitment over the last 12 years. On a personal note, I am honoured to continue serving as chairman, and I look forward to working with the ALLMI board on behalf of members during the year ahead."

"I am also grateful to all those who took part in the election process, which is essential to the democratic way in which the association functions, and ensuring that ALLMI is run by the industry, for the industry."

ALLMI Board Election Results:

- Alastair Evans (chairman) - Hiab
- Andy Woodward - Palfinger UK
- Ben James - Avon Crane & Commercial Repairs
- Ian Roberts - Massey Truck Engineering



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

# IN THE NEXT ISSUE OF

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## THIS ISSUE WILL INCLUDE FEATURES ON:

### CRAWLER CRANES

We review the latest developments and products in both lattice and telescopic boom crawler cranes as well as looking at some interesting applications from around the world.



### VAN AND SMALL TRUCK MOUNTED PLATFORMS

Although the market for van and small truck mounts has been quiet in some of its major markets there is always plenty of news and new product developments. We will report on the latest introductions, as well as taking a looking at market and product trends. If you have any news or information to share, get in touch now.



### EQUIPMENT SOURCE GUIDE

The 2026 C&A Source Guide provides a comprehensive directory of all of the crane, aerial lift and telehandler manufacturers operating in the international market, detailing the specific model types they offer. Make sure your company is included.



### SHOW REVIEWS - ARA/CONEXPO

We report back from the USA with reviews of the ARA Conference and exhibition in Orlando, Florida and Conexpo 2026 in Las Vegas.

### TRAILERS/TRANSPORTATION

Safe and efficient equipment transport is critical for rental companies, contractors and fleet owners. We review the market, looking at some of the latest developments, innovations and applications.



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

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# BRAVI'S DIGITAL TRAINING

Italian low level platform manufacturer Bravi Platforms has launched a 3D digital training video for its 16ft Leonardo HD aerial work platform, with a view to extend the training to the Sprint model later this year.

The video, available in several languages, is in a 3D format and covers the main features, safety procedures, maintenance, diagnostics, and error codes of the platform. Chief executive Pierino Bravi said: "This initiative forms part of our broader strategy to build stronger customer relationships by leveraging digital solutions."



# LINDIG TAKES TRAINER OF THE YEAR

German access rental network System Lift has named Lindig Fördertechnik as Training Centre of the Year 2025. Lindig trained 4,037 participants over the past year, running 462 training courses representing 10 percent of all System Card trainees last year. Arbeitsbühnen Hoffmann was in second place, while Liftkontor came third.

(L-R) Adrian Tamm, Heiko Röscher, Sven Lindig and Diana Huschenbett of Lindig Fördertechnik with Malte Bilau of System Lift



# PRISON FOR FATAL FALL

Jason Hill, 59, a self-employed builder in the UK, has been jailed for 12 months after an employee, 19, fell to his death on one of his jobs.



The deceased, Thomas Neate, was helping demolish a garage at a property in West London when he fell through the roof, suffering severe head injuries. He died in hospital a few weeks later.

The deceased, Thomas Neate, was helping demolish a garage at a property in West London when he fell through the roof, suffering severe head injuries. He died in hospital a few weeks later.

# SPEEDY HOSTS 5,000

Speedy Hire has welcomed the 5,000th visitor at its National Innovation Centre in Milton Keynes, UK. The facility - which is also a depot - hosts guided tours focused on the company's sustainability initiatives, energy management systems, building design, and community projects.

The centre has delivered more than 2,400 hours of tours during which visitors are shown technical features such as living walls, biodiversity measures, wellbeing spaces, and installations including the Knife Amnesty turbine and the Scouts DIY wall.



Del Cleveland showing a Scout troop around the facility

# MACHINE DROP COSTS £465K

Multi Packaging Solutions UK has been fined £433,333 plus £32,500 victim's surcharge after an employee suffered life changing injuries when a 4.5 tonne machine fell on him at the company's facility in East Kilbride, Glasgow.

Matthew King, 39, was struck on the head while working beneath the suspended machine. He sustained a skull fracture, nerve damage, permanent double vision, loss of peripheral vision, facial palsy and hearing loss. He is now unable to drive and requires ongoing medical and mental health support.

He was part of a team moving the machine which lacked lifting or anchor points, from a warehouse to a storage area 160 metres away. They improvised the lift with a forklift when a telehandler or pick & carry crane would have been more appropriate. The machine had already slid from the forks twice prior to the incident. King was in the process of securing a wheel underneath the suspended machine when it fell.

The HSE found the lift was not properly planned and no safe system of work was in place.



# WHO TRAINED THEM THEN?

A reader in Slough, UK spotted a 40 tonne Terex AC 40/2L All Terrain crane lifting beams over a pavement/sidewalk and public road while working on a domestic property. In their words: "The crane set outriggers directly onto the pavement with the only indication of a work zone being a few orange cones - surely, closing the road and pedestrian traffic would have been the safer option?" Thankfully, we have not heard of any incidents.



# THREE MILLION PAL CARDS

IPAF has issued its three millionth Powered Access Licence/PAL Card, which is widely recognised as proof of operator training for aerial work platforms and mastclimbers.

IPAF's training programme began in 1993, with the PAL Card introduced in 1998. In its first year, just over 11,000 operators were certified. The programme has expanded steadily, reaching one million cards in 2014, 1.5 million in 2017, and two million by 2020.

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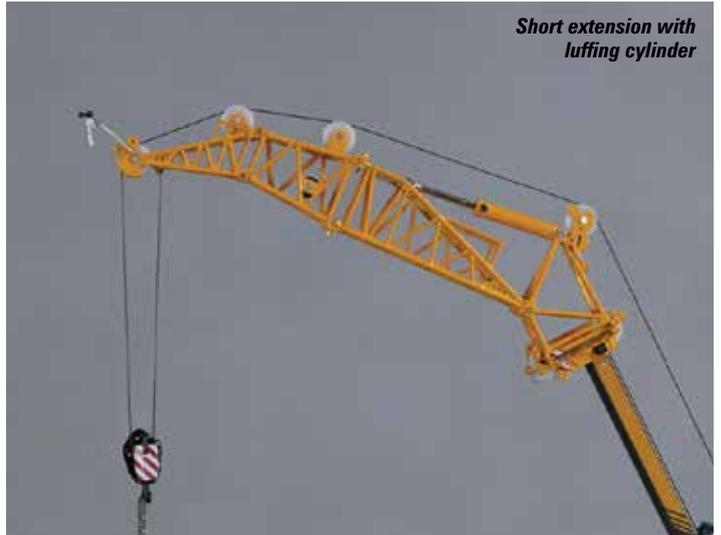
On the road



Detailed carrier deck



Loading counterweight



Short extension with luffing cylinder

# LIEBHERR LTM 1300-6.4

This model - the latest version of Liebherr's 300 tonne LTM 1300 six axle All Terrain crane introduced at Bauma 2025 - has been modelled by WSI in 1:50 scale. It comes with an instruction manual which is disappointing by modern standards, with little information to assist an inexperienced collector.

**The chassis is highly detailed with branding moulded into the tyre sidewalls and different hubs for driven and non-driven axles. All axle pairs have sprung suspension, and each axle steers to very good angles, although rolling is not the best.**

The detailing on the rest of the carrier is to a very high standard. Behind the cab, the engine area has textured surfaces and mesh grilles. Tiny graphics add detail throughout. Black skirts sit above the wheels, and the deck has a variety of access ladders which can be lowered. At the rear is a tackle storage box with timbers inside.

The outrigger beams extend, and the pads can be lowered. The range of downward travel on the jack rods is very good, and the model can be supported wheels-free. Metal spreader plates are included and they have lifting points.

The superstructure cab tilts and holds a pose well. It has a foot platform which can be pulled out. The counterweight consists of a number of parts and attaches to a working Vario ballast system.

Detailing on the base boom section includes spooling drums and pipework within the casting. The boom nose is also very good with fine detailing and plastic sheaves which replicate the ones used on the real crane. The boom sections have very thin side walls, which provide a realistic profile when not fully extended, but there is too much curvature in the boom with each section at maximum extension.

The lattice extensions are a very nice lightweight metal construction, and numerous configurations are possible. The extension luffing cylinder has a metal barrel. Two metal hook blocks are included (single and triple sheave).

This is a high quality model which is made well, and is very detailed with an exceptional use of small graphics/decals. Most of the functionality is also to a high standard, and a plus point is the many different configurations that are possible.

It costs €309 excluding VAT from the Liebherr Shop: <https://www.liebherr.com/liebherrshop/en>.



Maximum extension

## CRANES ETC MODEL RATING

Packaging (max 10)	7
Detail (max 30)	29
Features (max 20)	17
Quality (max 25)	23
Price (max 15)	11
Overall (max 100)	87%

To read the full review of this model visit [www.cranesetc.co.uk](http://www.cranesetc.co.uk)

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# READERS LETTERS

## COVER OF THE YEAR 2025

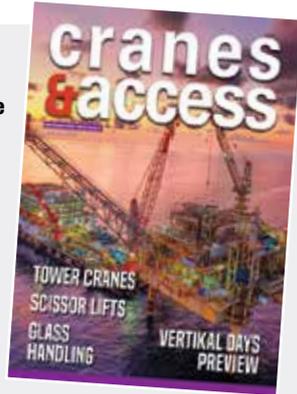
The results are in from our reader survey, which asked them to choose their favourite cover of the year. The winner with 29.5% of the votes was issue 27.4 - July/August, see below.

The runner-up was issue 27.6 with 23% of the votes cast. One cover 27.2 got no votes - Null point!

As promised, we held a draw for a winner among those who chose the winning cover, and the winner is...**Vincent Tong**, of Galmon Construction, so assume he is based in Singapore. We will be in contact with him.

The full voting record is as follows:

27.1	13.60%	27.5	4.50%
27.2	0%	27.6	23.00%
27.3	9%	27.7	6.80%
27.4	29.50%	27.8	13.60%



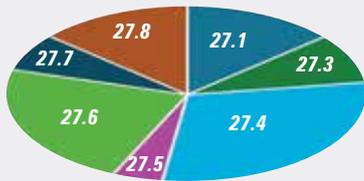
27.1



27.2



27.3



27.4



27.5



27.6



27.7



27.8

## NICE ONE IPAF

It was good to read about the IPAF statement you posted on Vertikal.Net this week. I wanted to add my five eggs/experience to the debate, as we have had some direct experience of this.

We have already had a number of frustrating experiences, delivering our lifts to job sites in and around London. The worst by far was when, after some haggling, a contractor booked 20 small scissors which, thank god we were able to supply. As you might suspect, the rate per unit per week was not exactly the best, and this for machines that were new or almost new. But a deal for 20 machines for at least a couple of months' hire and probably more, is not to be sneezed at these days.

But! when our drivers started delivering to site, we ran into a problem. They were not fitted with an xxxxx overhead crushing protection system, which is a mandatory requirement on this job! They were all fitted with a perfectly decent, state of the art manufacturers system, but not the specific one they wanted!!! The cost of installing those systems on the 20 units was in the thousands, and not something you can get any sensible finance for - so it would have had to come out of our cash flow!! And would they pay for it? Hell no!!

In the end, all we could do was say 'Sorry, you take them like this or pay for the new systems, to be added, either directly or through an increase in the hire rate'. Otherwise, we can't supply you.

We thought they might say, 'OK, go ahead this time, bring them on' we knew they would not pay the extra for the systems - Ha. But No! They would not budge. And let me tell you, losing a contract like that, even with the rubbish rates, was heartbreaking.

So I was really happy to see the IPAF statement. I have at times been critical of them, and sometimes wondered what I get for my dues. But seeing this, I almost get it. I really hope that they follow up with these contractors and ram the message home. Oh, by the way, some of the hire rate charts in the last magazine were wrong.

*Transcribed from a long telephone call - we thought it best to withhold the name given our correspondent's hesitancy.*

*As to the final comment regarding an error in the last C&A, you can find the proper charts on page 53 of this issue and in the digital versions of the magazines.*

## A CRANE MARRIAGE

Dear Vertikal,

In the current climate of 'doom & gloom' I thought I would share a nice story with you both, that is crane related. We are proud to announce the marriage of our son Thomas to his wife, Hannah Issitt (nee Faulkner) on Thursday afternoon 12th February at the George hotel, Stamford.

Both Thomas and Hannah work at Crowland Cranes, Thomas is a product support engineer while Hannah is a CPCS crane operator and qualified Appointed Person.

The happy couple were presented with a special gift from the team at Crowland, a 1968 Series 2a Land Rover. The vehicle was a project that was started back in 2019, between Thomas and his late Grandfather, Norman Issitt. When Norman passed away in 2021, the project was 'mothballed' and nothing happened to it.

On the announcement of the future wedding plans last year, the team at Crowland secretly completed a full 'nut & bolt' restoration for the couple and presented the special, surprise gift to them during the Wedding on Thursday.

The happy couple are now enjoying a well-deserved honeymoon, before returning to work.

Yours

Peter Issitt



**MARCEL BRAUD 1932 - 2026**

As February arrived, we received the news that Manitou founder and Rough Terrain forklift and telehandler pioneer Marcel Braud had died. The honorary chairman of Manitou passed away on Tuesday February 3rd, at the age of 93. He leaves behind his wife, sons Marcel-Claude and Sébastien Braud and daughter Emilie. Around 2,000 people came to pay their respects at or near the funeral in Ancenis on February 10th.

Marcel Braud was 13 when his father, Marcel Braud senior, was shot and killed on August 5th 1944, the day American troops liberated his hometown of Ancenis. Senior's widow Andrée Braud, was left with Marcel and 13 month old Jacqueline, as well as the agricultural seed and feed business that she and her husband had founded before the war. But wishing to continue her husband's secret wartime engineering work on cranes and concrete block machines, she formed a new company Braud Mécanique Générale, which became Manitou in 1958.

She had noticed that the young Marcel had enjoyed working in the workshop with his father after school and could see that he had a similar passion for engineering as his father did, so he soon became involved in the new business during the weekends and school holidays.

In 1953, as her son completed his studies, Andrée Braud had the foresight to bring experienced managerial backup and support into the business in the form of Henri Faucheux, a tough manager who took a 25 percent stake in the company, which was renamed Braud et Faucheux.

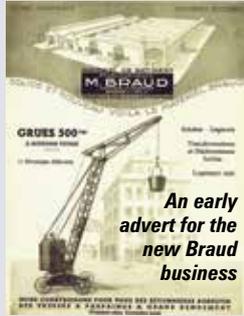
Faucheux helped introduce the young Marcel Braud to new managerial disciplines and ensured that he got to know, experience and understand every job in the growing business, by working his way up through all the different roles in the company, from labourer to painter, welder, assembler, foreman, workshop manager and purchasing manager. It was a perfect education for when he eventually took over the running of the business.

Marcel Braud became the chief executive in 1970 and continued to transform the family business into the market leading telehandler and Rough Terrain forklift manufacturer, both in France and internationally. At the same time, he steered the company through a number of economic challenges without losing family control.

In 2007, he handed over the day to day management of the business to his son Marcel Claude Braud, and took on the role of



Marcel Braud 2004



An early advert for the new Braud business



Marcel Braud and Jean Rabine on the stand at the first Paris Fair 1946



Marcel Braud purchasing manager



Marcel Braud at the controls of an early RT forklift

chairman, a position he held until 2017, after which he became honorary chairman.

In 1976, the company decided to upgrade its crane range and introduced what became its most popular model, the tractor based SP self-erecting tower crane, with a lift height up to 20 metres and a maximum radius of 18 metres. The crane sold well, at least in France and the UK. When the company exited the crane market around 1980, the designs and tooling were sold to a manufacturer in India.

A statement from the company said: "The life of Marcel Braud is a story of a destiny tied to the land and to ingenuity. Fatherless at the age of 13, he worked as a labourer, a painter, a welder, an assembler, a foreman, a workshop manager and a purchasing manager, mastering every production role within the company. In 1958, he imagined the improbable: reversing the layout of a farm tractor to add a forklift mast and power steering to create the 'Manitou'. This simple yet revolutionary idea would travel the globe, transforming construction sites, farms & industrial markets forever."

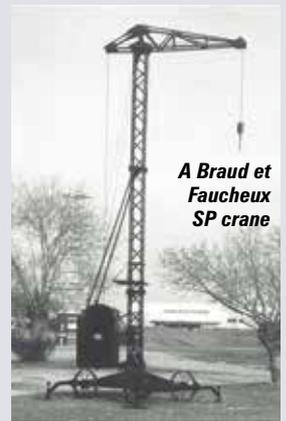
"Under his leadership, the group expanded beyond France's borders to export worldwide, went public, continued to innovate relentlessly, and built a robust dealer network that, now more than ever, represents the company's core strength. An insatiable man of the field, he continued to visit the group's factories and international trade shows regularly through early 2026 in order to remain in contact with customers and employees. Until his final breath, he embodied the passion, ingenuity, and resilience that define the soul of the group."

His sister, Manitou group chairman, Jacqueline Himsworth, said: "My brother dedicated his life to Manitou. Thanks to him, our small family business became an international leader, recognised for its products, values, and innovation. He was a passionate man who shared his energy and pride

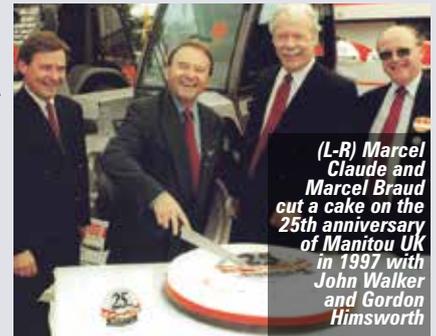
in belonging to our group with everyone. He possessed that rare genius for anticipating the needs of professionals. We are losing a visionary, but his entrepreneurial spirit continues to guide our course. Marcel-Claude, Sébastien and Emilie Braud join me in sharing our profound grief."

Manitou chief executive Michel Denis added: "Marcel Braud was an extraordinary man and entrepreneur. Throughout the decades spent at the head of the group, he created exceptional products, experiences, and solutions with pride and perseverance, and in doing so, contributed significantly to changing the daily lives of millions of professionals in construction, agriculture, and industry. It is to him that we owe the 'big family' culture that continues to inspire our teams around the world today. The management team and all 6,000 employees join in the grief of his family and loved ones."

Marcel Braud was indeed a very special person, full of energy, passion and always ready with a warm smile. He clearly enjoyed meeting people and the business and would surely have continued to remain 'involved' had he lived another decade. Thousands in the industry will mourn his passing.



A Braud et Faucheux SP crane



(L-R) Marcel Claude and Marcel Braud cut a cake on the 25th anniversary of Manitou UK in 1997 with John Walker and Gordon Himsworth



A Braud crane



Marcel Braud

**RICHARD KEITH RAWLINGS 1941 - 2026**

**Richard Rawlings, owner and managing director of R&M Marketing, which has looked after IPAF marketing almost since it was established and who played an important role in setting up the PAL training card programme, has died following a short illness.**

He passed away peacefully on Friday, January 23rd, at a hospice with his wife Margaret and their sons John and James by his side. He was 84 and would have been 85 in April, although you would never have guessed, given his energy and enthusiasm.

Richard Rawlings was born in an air raid shelter on the Sussex coast during a Luftwaffe bombing raid in April 1941. After attending Lancing College he started work in the mail room of a PR agency, and before long was noticed as someone with potential, and his ascent began. He eventually became an account manager at a London advertising agency, a role he subsequently held at various agencies from the sixties through to the start of the 1990s, culminating with a main board appointment at a major London communications agency.

In 1992, he decided to set up his own company with his wife, Margaret, R&M Marketing. Not long after they opened, Richard was approached by Paul Adorian, the first managing director of IPAF, who was looking for help in devising a credit card-style proof of training card to be issued to those who successfully completed IPAF's operator training course, and the PAL Card was born.

Rawlings has been closely involved with IPAF for more than 30 years,



*Richard Rawlings*

producing supporting material for its growing range of training courses and membership recruitment drives, while also handling its advertising. He maintained a keen interest in IPAF's achievements and was proud to be associated with the organisation, attending most of its Summits and major meetings over the years to meet members and look for inspiration.

He was working until just before his health took a steep downturn after Christmas. Having recently decided to retire, he had already started to notify his clients.

Richard Rawlings was a big character, gentle yet tough, fair and totally consistent, at least at work. And always a gentleman. He will be missed by everyone who knew or worked with him.



*Richard Rawlings*

*Richard Rawlings getting an early taste of an aerial work platform at RAF Duxford*

**It was a pleasure to have known and worked with him**

It was a great pleasure to have known and worked with Richard Rawlings during my time at KHL, Vertikal and IPAF. A larger than life character who avoided the limelight, and therefore probably not known to many of your readers, but he was hugely good at what he did. He was instrumental in creating the foundation for much of today's IPAF branding and was passionate about safety. A keen eye for a great restaurant was another fine attribute, and he was always excellent company. RIP Richard, and congratulations on the success of R&M.

*Tim Whiteman*



*Richard Rawlings*

**HARALD MARTIN KUNDE 1962-2026**

**German telehandler and aerial lift sales veteran Harald Martin Kunde passed away on January 29 at the age of 63, having suffered from a heart issue for some time.**

He spent most of his career with Manitou in Germany, joining the company in 2000 as the regional manager for southern Germany. He left the company and the telehandler/aerial lift business in 2022 and moved to Switzerland, where he tried his hand in the hotel trade for a while before retiring and moving back to Germany.

One of the people who knew him well said: "Martin was the face of Manitou in the region for a very long time and was always friendly and approachable."



*Harald Kunde*

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## 2026

**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](http://www.conexpoconagg.com)

**IPAF Elevation Deutschland und Österreich**

March 4-5, 2026  
Hamburg, Deutschland  
Tel: +44 (0)15395 66700  
[www.ipaf.org/elevation-germany](http://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](http://www.buildtechasia.com.sg)

**Smopcy 2026**

April 15-18, 2026  
Spanish construction equipment exhibition Zaragoza, Spain  
Tel: +34 976 764 700  
[www.feriazaragoza.es/smopcy](http://www.feriazaragoza.es/smopcy)

**Hanover Messe 2026**

April 20-24, 2026  
World's largest industrial exhibition Hanover, Germany  
Tel: +49 511 89-1  
[www.hannovermesse.de](http://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/](http://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](http://www.scotplant.com)

**Samoter**

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

**IPAF Anchio**

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

**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.erarentale.org](http://www.erarentale.org)

**IPAF Elevation**

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

**Internationale Schwerlasttage**

September 18-19, 2026  
German conference on heavy lifting, transport, rigging, and installation Hohenhoda, Germany  
Tel: +49 (0) 6181 9060 705  
[www.schwerlasttage.de](http://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/](http://www.bcindia.com/en/)

**Platformer Days 2026**

October 8-9, 2026  
German Access and lifting exhibition Karlsruhe, Germany  
Tel: +49 721 3720 5096  
[www.platformers-days.de/](http://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/](http://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](http://www.eventsportal.imeche.org)

**Bauma China 2026**

November 24-27 2026  
Tel: +49(0)89 9 4920251  
[www.bcindia.com](http://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](http://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 Hyvinkää, Finland  
Tel: 040 450 3250  
[www.maxpo.messukeskus.com/en/](http://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/](http://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](http://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](http://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.mtxpo.com.br/en](http://www.mtxpo.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](http://www.bauma.de)



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### Ben Huish

#### What kind of role are you looking for?

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#### Quick Bio

Hello, my name is Ben Huish.

Having just left college and finished my formal education, I am hoping to pursue a career in powered access, preferably in the Midlands.

I have been aware of the industry for most of my life through family connections, so I am very familiar with it.

A role as a trainee salesperson might best suit my personality, but I am open to any suggestions. I am hard working, keen, with excellent telephone skills - or so people tell me and have always been a good team player.

If you are interested or have any suggestions, please contact me on:  
Email: [bhuish7@gmail.com](mailto:bhuish7@gmail.com)    Mobile: 07918 7778109

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#### CRANES

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Comansa	<a href="http://www.comansa.com">www.comansa.com</a>
Grove	<a href="http://www.manitowoccranes.com">www.manitowoccranes.com</a>
Hoeflon	<a href="http://www.hoeflonuk.co.uk">www.hoeflonuk.co.uk</a>
Jaso Tower Cranes	<a href="https://jaso.com">https://jaso.com</a>
Jekko	<a href="http://www.jekko.it">www.jekko.it</a>
JMG	<a href="http://www.jmgcranes.com">www.jmgcranes.com</a>
Kato	<a href="https://www.kato-works.co.jp/eng">https://www.kato-works.co.jp/eng</a>
Kato Europe	<a href="http://www.rivertekservices.com">www.rivertekservices.com</a>
Klaas	<a href="http://www.klaas.com">www.klaas.com</a>
Kobelco	<a href="http://www.kobelcocm-global.com">www.kobelcocm-global.com</a>
Liebherr	<a href="http://www.Liebherr.com">www.Liebherr.com</a>
Link-Belt	<a href="http://www.linkbelt.com">www.linkbelt.com</a>
Maeda	<a href="https://www.maeda-minicranes.com">https://www.maeda-minicranes.com</a>
Maeda Europe	<a href="https://kranlyft.com">https://kranlyft.com</a>
Manitowoc	<a href="http://www.manitowoccranes.com">www.manitowoccranes.com</a>
Potain	<a href="http://www.manitowoccranes.com">www.manitowoccranes.com</a>
Raimondi	<a href="http://www.raimondi.com">www.raimondi.com</a>
Spierings	<a href="http://www.spieringskranen.nl">www.spieringskranen.nl</a>
Tadano	<a href="http://www.tadano.com">www.tadano.com</a>
Unic Cranes Japan	<a href="https://uniccrane-global.com">https://uniccrane-global.com</a>
Unic Cranes Europe	<a href="http://www.unic-cranes.co.uk">www.unic-cranes.co.uk</a>
Valla	<a href="https://www.valla.com/en">https://www.valla.com/en</a>
Wolffkran	<a href="http://www.wolffkran.com">www.wolffkran.com</a>
XCMG Global	<a href="http://www.xcmgglobal.com">www.xcmgglobal.com</a>

XCMG Europe	<a href="http://www.xcmgess.de">www.xcmgess.de</a>
Zoomlion	<a href="https://en.zoomlion.com">https://en.zoomlion.com</a>

#### LOADER CRANES

Atlas Cranes	<a href="http://www.atlasgmbh.com">www.atlasgmbh.com</a>
DN Cranes	<a href="http://www.dncrane.com/en">www.dncrane.com/en</a>
Fassi	<a href="https://www.fassi.com/en/">https://www.fassi.com/en/</a>
Palfinger	<a href="http://www.palfinger.com">www.palfinger.com</a>
Hiab -	<a href="http://www.hiab.com">www.hiab.com</a>

#### MASTCLIMBERS & HOISTS

Alba	<a href="http://www.alba.es">www.alba.es</a>
Alimak	<a href="http://www.alimak.com">www.alimak.com</a>
Electroelsa	<a href="http://www.electroelsa.com">www.electroelsa.com</a>
Elevek by CF	<a href="http://elevek.com">elevek.com</a>
Geda	<a href="http://www.geda.de">www.geda.de</a>
Saeclimber	<a href="http://www.saeclimber.com">www.saeclimber.com</a>

#### TELEHANDLERS

Dieci	<a href="http://www.dieci-telehandlers.co.uk">www.dieci-telehandlers.co.uk</a>
Faresin	<a href="http://www.faresindustries.com">www.faresindustries.com</a>
Genie	<a href="http://www.genielift.com">www.genielift.com</a>
JCB	<a href="http://www.jcb.com">www.jcb.com</a>
JLG	<a href="http://www.jlg.com">www.jlg.com</a>
Magni	<a href="http://www.magnith.com">www.magnith.com</a>
Manitou	<a href="http://www.manitou.com">www.manitou.com</a>
Merlo	<a href="http://www.merlo.com">www.merlo.com</a>
Skyjack	<a href="http://www.skyjack.com">www.skyjack.com</a>
Snorkel	<a href="http://www.snorkellifts.com">www.snorkellifts.com</a>

### NEW & USED EQUIPMENT SUPPLIERS

#### AERIAL WORK PLATFORMS

Access Platform Sales (APS)	<a href="http://www.accessplatforms.co.uk">www.accessplatforms.co.uk</a>
AFI Resale	<a href="http://www.afi-resale.co.uk">www.afi-resale.co.uk</a>
A.J. Access Platforms	<a href="http://www.accessplatforms.com">www.accessplatforms.com</a>
Alfa Access - UK:	<a href="http://www.alfa-access-services.com">www.alfa-access-services.com</a>
CPL	<a href="http://www.cpl-ltd.com">www.cpl-ltd.com</a>
Gantic, Norway	<a href="http://www.gantic.no">www.gantic.no</a>
Genie	<a href="http://www.genielift.com">www.genielift.com</a>
GSR Aerial Platforms	<a href="http://en.gsrspa.it">http://en.gsrspa.it</a>
Haulotte	<a href="http://www.haulotte.com">www.haulotte.com</a>
Hi-Reach - South Africa	<a href="http://www.hi-reach.co.za">www.hi-reach.co.za</a>
Hird	<a href="http://www.hird.co.uk">www.hird.co.uk</a>
Hybeco - Norge:	<a href="https://hybeko.no">https://hybeko.no</a>
IASales	<a href="http://www.iasales.co.uk">www.iasales.co.uk</a>
International Platforms	<a href="http://www.internationalplatforms.co.uk">www.internationalplatforms.co.uk</a>
Inteq UK and UAE	<a href="http://www.inteq.uk">www.inteq.uk</a>
JLG	<a href="http://www.jlg.com">www.jlg.com</a>
JMS Powered Access	<a href="https://jms.co.uk">https://jms.co.uk</a>
Kunze	<a href="http://www.kunze-buehnen.com">www.kunze-buehnen.com</a>
Mr Plant Hire	<a href="http://www.mrplanthire.co.uk">www.mrplanthire.co.uk</a>
Nacelexpert - France -	<a href="https://nacelexpert.com">https://nacelexpert.com</a>
Rothlehner:	<a href="http://www.rothlehner.de">www.rothlehner.de</a>
Platform Sales	<a href="http://www.platformsales.co.uk">www.platformsales.co.uk</a>
Promax Access:	<a href="http://www.promaxaccess.com">www.promaxaccess.com</a>
Rapid Platforms	<a href="http://www.rapidplatforms.co.uk">www.rapidplatforms.co.uk</a>
TVH	<a href="http://www.tvh.com">www.tvh.com</a>
Vertimac:	<a href="http://www.vertimac.com">www.vertimac.com</a>
Workplatform:	<a href="http://www.workplatformltd.co.uk">www.workplatformltd.co.uk</a>
Zip-Up Svenska - Sweden:	<a href="https://zipup.se">https://zipup.se</a>

#### CRANES

Cotac - Finland:	<a href="http://www.crane.fi">www.crane.fi</a>
Crane Hire Ltd - Ireland	<a href="http://www.armorum.ie">www.armorum.ie</a>
Crowland Cranes w	<a href="http://www.crowlandcranes.co.uk">www.crowlandcranes.co.uk</a>
Delden Cranes	<a href="http://www.deldencranes.co.uk">www.deldencranes.co.uk</a>
GGR	<a href="http://www.unic-cranes.co.uk">www.unic-cranes.co.uk</a>
Gantic, Norway	<a href="http://www.gantic.no">www.gantic.no</a>
HighSparks	<a href="http://www.highsparks.co.uk">www.highsparks.co.uk</a>
Hird	<a href="http://www.hird.co.uk">www.hird.co.uk</a>
Kranlyft	<a href="http://www.kranlyft.com">www.kranlyft.com</a>
Kobelco	<a href="http://www.kobelco-cranes.com">www.kobelco-cranes.com</a>

Maeda	<a href="http://www.maedaminicranes.co.uk">www.maedaminicranes.co.uk</a>
Rivertek Services	<a href="http://www.rivertekservices.com">www.rivertekservices.com</a>
Tadano:	<a href="http://www.tadano.com/businesses/used/index.html">www.tadano.com/businesses/used/index.html</a>
T H White group	<a href="http://www.thwhite.co.uk">www.thwhite.co.uk</a>
Valla	<a href="https://valla-cranes.co.uk">https://valla-cranes.co.uk</a>

### TELEHANDLERS

GGR	<a href="http://www.ggrgroup.com">www.ggrgroup.com</a>
GT Lifting Solutions:	<a href="https://www.gtlift.co.uk">https://www.gtlift.co.uk</a>
Hi-Reach - South Africa:	<a href="http://www.hi-reach.co.za">www.hi-reach.co.za</a>
Titan Machinery -USA:	<a href="https://www.titanmachinery.com">https://www.titanmachinery.com</a>
TVH:	<a href="http://www.tvh.com">www.tvh.com</a>
Vertimac:	<a href="http://www.vertimac.com">www.vertimac.com</a>

### RENTAL COMPANIES

#### AERIAL PLATFORMS RENTALS

Access Link- UK:	<a href="https://accesslink.biz">https://accesslink.biz</a>
Access Hire Nationwide	<a href="http://www.accesshirenationwide.com">www.accesshirenationwide.com</a>
Access Platform Sales (APS)	<a href="http://www.accessplatforms.co.uk">www.accessplatforms.co.uk</a>
AFI – UK:	<a href="http://www.afi-rentals.co.uk">www.afi-rentals.co.uk</a>
ASR – UK:	<a href="http://www.access-platforms.com">www.access-platforms.com</a>
Coates Hire- Australia:	<a href="http://www.coates.com.au">www.coates.com.au</a>
Dragon Access:	<a href="http://www.dragon-access.co.uk">www.dragon-access.co.uk</a>
Drammen Liftutleie:	<a href="http://www.drammenlift.no">www.drammenlift.no</a>
Eazi Access Rental - S. Africa:	<a href="http://www.eazi.co.za">www.eazi.co.za</a>
Elavation- UK:	<a href="http://www.elavation.net/machine-hire">www.elavation.net/machine-hire</a>
Galmon – Singapore:	<a href="https://galmon.com">https://galmon.com</a>
Hird- UK -	<a href="http://www.hird.co.uk">www.hird.co.uk</a>
Hire Safe Solutions:	<a href="http://www.hiresafesolutions.com">www.hiresafesolutions.com</a>
HWS – Netherlands:	<a href="https://hws.nl">https://hws.nl</a>
JMS Powered Access:	<a href="https://jms.co.uk">https://jms.co.uk</a>
Manlift Hire – Ireland:	<a href="https://manlift.ie">https://manlift.ie</a>
Mateco – Germany:	<a href="http://www.mateco.de/en">www.mateco.de/en</a>
Monitor Lifts - Oz	<a href="http://www.monitor.net.au">www.monitor.net.au</a>
Nationwide Platforms	<a href="http://www.nationwideplatforms.co.uk">www.nationwideplatforms.co.uk</a>
Omec – Italy:	<a href="https://omec.it">https://omec.it</a>
Paramount Platforms	<a href="http://www.paramountplatforms.com">www.paramountplatforms.com</a>
Platform Sales & Hire	<a href="http://www.platformsales.co.uk">www.platformsales.co.uk</a>
Power Platform Services	<a href="http://www.pps.co.uk">www.pps.co.uk</a>
Roggermaier – Germany:	<a href="https://roggermaier.de">https://roggermaier.de</a>
Smart Platforms:	<a href="http://www.smartplatforms.co.uk">www.smartplatforms.co.uk</a>
Statech – CZ –	<a href="http://www.statech.cz">www.statech.cz</a>
Sunstate Equipment USA:	<a href="http://www.sunstateequip.com">www.sunstateequip.com</a>
Traknus – Indonesia:	<a href="http://www.traknus.co.id">www.traknus.co.id</a>
Viking Access	<a href="http://www.vikingaccess.co.uk">www.vikingaccess.co.uk</a>
Warren Access	<a href="http://www.warrenaccess.co.uk">www.warrenaccess.co.uk</a>

#### CRANE RENTALS

Ainscough Crane Hire:	<a href="http://www.ainscough.co.uk">www.ainscough.co.uk</a>
BJW Crane Hire - UK	<a href="http://www.bjwcranehire.co.uk">www.bjwcranehire.co.uk</a>
Cadman Cranes - UK	<a href="http://www.cadmancranes.com">www.cadmancranes.com</a>
Cork Crane Hire - UK	<a href="http://www.corkcranehire.com">www.corkcranehire.com</a>
Delden Cranes	<a href="http://www.deldencranes.co.uk">www.deldencranes.co.uk</a>
Grúas Aguado – Spain-	<a href="http://www.gruasaguado.com">www.gruasaguado.com</a>
HighSparks	<a href="http://www.highsparks.co.uk">www.highsparks.co.uk</a>
Hovago	<a href="http://www.hovago.com">www.hovago.com</a>
John Sutch Cranes	<a href="http://www.johnsutchcranes.co.uk">www.johnsutchcranes.co.uk</a>
Ladybird Tower Crane Hire	<a href="http://www.ladybirdcranehire.co.uk">www.ladybirdcranehire.co.uk</a>
Lift Ltd	<a href="http://www.liftminicranehire.co.uk">www.liftminicranehire.co.uk</a>
Sangwin	<a href="http://www.sangwin.co.uk">www.sangwin.co.uk</a>
Schaften Leasing- NL	<a href="http://www.schaftenleasing.nl">www.schaftenleasing.nl</a>
Wolffkran	<a href="http://www.wolffkran.com">www.wolffkran.com</a>
GGR	<a href="http://www.unic-cranes.co.uk">www.unic-cranes.co.uk</a>
JT Mini Crane Hire	<a href="http://www.jtminicranes.co.uk">www.jtminicranes.co.uk</a>
Lift Limited	<a href="http://www.liftminicranehire.co.uk">www.liftminicranehire.co.uk</a>
Hird	<a href="http://www.hird.co.uk">www.hird.co.uk</a>

#### TELEHANDLER RENTALS

Ardent Hire- UK:	<a href="http://www.ardenthire.com">www.ardenthire.com</a>
GT Lifting Solutions – UK:	<a href="http://www.gtlift.co.uk">www.gtlift.co.uk</a>
JMS Powered Access- UK:	<a href="https://jms.co.uk">https://jms.co.uk</a>
Sunbelt Rentals:	<a href="http://www.sunbeltrentals.co.uk">www.sunbeltrentals.co.uk</a>

## SPECIALIST SUPPLIERS AND SERVICES

### SPECIAL/BESPOKE ACCESS & LIFTING SOLUTIONS

Access Platform Sales (APS):	<a href="http://www.accessplatforms.co.uk">www.accessplatforms.co.uk</a>
GGR	<a href="http://www.ggrgroup.com">www.ggrgroup.com</a>
GT Lifting Solutions:	<a href="http://www.gtlift.co.uk">www.gtlift.co.uk</a>
JMS Powered Access:	<a href="https://jms.co.uk">https://jms.co.uk</a>
Platform Sales & Hire:	<a href="http://www.platformsales.co.uk">www.platformsales.co.uk</a>
Warren Access:	<a href="http://www.warrenaccess.co.uk/hire">www.warrenaccess.co.uk/hire</a>
Working At Height	<a href="http://www.workingatheightltd.com">www.workingatheightltd.com</a>

### SPECIAL & NICHE ACCESS

CPL	<a href="http://www.cpl-ltd.com">www.cpl-ltd.com</a>
Denka Narrow	<a href="http://www.rothlehner.com">www.rothlehner.com</a>
JMS Powered Access	<a href="https://jms.co.uk">https://jms.co.uk</a>
Smart Platform Rentals	<a href="http://www.smartplatforms.co.uk">www.smartplatforms.co.uk</a>
Collett A Sons, UK	<a href="http://www.collett.co.uk">www.collett.co.uk</a>

### SITE SAFETY AUDITS

Alfa Access Services	<a href="http://www.alfa-access-services.com">www.alfa-access-services.com</a>
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### INDUSTRY ASSOCIATIONS

ALLMI	<a href="http://www.allmi.com">www.allmi.com</a>
CICA	<a href="http://www.cica.com.au/">www.cica.com.au/</a>
CISRS	<a href="http://www.cisrs.org.uk">www.cisrs.org.uk</a>
CPA	<a href="http://www.cpa.uk.net">www.cpa.uk.net</a>
EWPA	<a href="http://www.ewpa.com.au">www.ewpa.com.au</a>
IPAF	<a href="http://www.ipaf.org">www.ipaf.org</a>
NASC	<a href="http://www.nasc.org.uk">www.nasc.org.uk</a>
OSHA	<a href="http://www.osha.gov">www.osha.gov</a>
PASMA	<a href="http://www.pasma.co.uk">www.pasma.co.uk</a>

### HEAVY LIFT MANAGEMENT

DWLS	<a href="http://www.dwls.co.uk">www.dwls.co.uk</a>
Ellevo Group	<a href="http://www.ellevogroup.com">www.ellevogroup.com</a>
DWLS	<a href="http://www.dwls.com">www.dwls.com</a>
Ellevo Group	<a href="http://www.ellevogroup.com">www.ellevogroup.com</a>

### AUCTION HOUSES

Ritchie Brothers	<a href="http://www.rbauction.com">www.rbauction.com</a>
BBL Batteries	<a href="http://www.bblbatteries.co.uk">www.bblbatteries.co.uk</a>
C&D Technologies	<a href="https://www.cdtrajan.com">https://www.cdtrajan.com</a>
Ecobat	<a href="http://www.ecobat.com">www.ecobat.com</a>
Equip Global Supplies	<a href="http://www.equiglobalsupplies.com">www.equiglobalsupplies.com</a>
Leoch Battery-UK:	<a href="http://www.leochbattery.co.uk">www.leochbattery.co.uk</a>
TAB Battery -UK:	<a href="http://www.tabbatteryuk.com">www.tabbatteryuk.com</a>

### LOAD MONITORING SYSTEMS

PCE Instruments UK	<a href="http://www.pce-instruments.com">www.pce-instruments.com</a>
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### CONTROL SYSTEMS

MOBA Automation	<a href="http://www.moba.de">www.moba.de</a>
Brilliant Ideas /	<a href="https://brilliantideasltd.co.uk/alimats/">https://brilliantideasltd.co.uk/alimats/</a>
Timber Services	<a href="http://www.sarumhardwood.co.uk">www.sarumhardwood.co.uk</a>
Nolim	<a href="http://www.nolim.co.uk">www.nolim.co.uk</a>
Outriggerpads	<a href="http://www.outriggerpads.co.uk">www.outriggerpads.co.uk</a>
Power-Pad	<a href="http://www.crowlandcranes.co.uk">www.crowlandcranes.co.uk</a>
Timbermat	<a href="http://www.timbermat.co.uk">www.timbermat.co.uk</a>
Universal Crane Mats	<a href="http://www.universal-crane-mats.com">www.universal-crane-mats.com</a>
Welex Group	<a href="http://www.welexgroup.com">www.welexgroup.com</a>

### COMPONENTS

PCE Instruments UK	<a href="http://www.pce-instruments.com">www.pce-instruments.com</a>
Tele Radio	<a href="http://www.tele-radio.com">www.tele-radio.com</a>

### WIRE ROPE

Rope and Sling	<a href="http://www.ropeandsling.co.uk">www.ropeandsling.co.uk</a>
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### LIFTING GEAR MANUFACTURERS

Britlift	<a href="http://www.britlift.com">www.britlift.com</a>
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### PARTS & SERVICE SUPPLIERS

Gouweleeuw	<a href="http://www.gouweleeuw.com">www.gouweleeuw.com</a>
Haulotte:	<a href="http://www.haulotte.com">www.haulotte.com</a>
IPS:	<a href="http://www.ipspartsonline.com">www.ipspartsonline.com</a>

JLG:	<a href="http://www.jlg.com">www.jlg.com</a>
Lift-Manager:	<a href="http://www.lift-manager.com">www.lift-manager.com</a>
OTR Wheel Engineering Europe	<a href="http://www.otrwheel.co.uk">www.otrwheel.co.uk</a>
PCE Instruments UK:	<a href="http://www.pce-instruments.com">www.pce-instruments.com</a>
TVH:	<a href="http://www.tvh.com">www.tvh.com</a>
Vertimac:	<a href="http://www.vertimac.com">www.vertimac.com</a>

### RECRUITMENT

Vertikal.Net:	<a href="http://www.vertikal.net/en/recruitment">www.vertikal.net/en/recruitment</a>
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### SAFETY EQUIPMENT

Load Systems UK	<a href="http://www.loadsystems.co.uk">www.loadsystems.co.uk</a>
Petzl	<a href="http://www.petzl.com">www.petzl.com</a>

### RENTAL MANAGEMENT SOFTWARE

HireHop Equipment Rental Software	<a href="http://www.hirehop.co.uk">www.hirehop.co.uk</a>
Infosystem	<a href="http://www.levaplus.ch">www.levaplus.ch</a>
inspHire	<a href="http://www.inspire.com">www.inspire.com</a>
Matusch	<a href="http://www.matusch.de">www.matusch.de</a>
MCS Rental Software	<a href="http://www.mcsrentalssoftware.com">www.mcsrentalssoftware.com</a>
Point of Rental Software.	<a href="http://www.point-of-rental.com">www.point-of-rental.com</a>
vWork	<a href="http://www.vworkapp.com">www.vworkapp.com</a>

### STRUCTURAL REPAIRS

Crowland Cranes	<a href="http://www.crowlandcranes.co.uk">www.crowlandcranes.co.uk</a>
John Taylor Crane Services	<a href="http://www.jtcranes.co.uk">www.jtcranes.co.uk</a>

### TRAFFIC MANAGEMENT

Atlas Traffic Management:	<a href="http://www.atlatm.co.uk">www.atlatm.co.uk</a>
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### TECHNICAL & SAFETY CONSULTANCY

Access Safety Management	<a href="http://www.accesssafety.co.uk">www.accesssafety.co.uk</a>
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### TRAINING ASSOCIATIONS & NETWORKS

ALLMI	<a href="http://www.allmi.com">www.allmi.com</a>
AWPT	<a href="http://www.awpt.org">www.awpt.org</a>
IPAF	<a href="http://www.ipaf.org">www.ipaf.org</a>
NASC	<a href="http://www.nasc.org.uk">www.nasc.org.uk</a>
Pasma	<a href="http://www.pasma.co.uk">www.pasma.co.uk</a>

### TRAINING CENTRES & TRAINERS

Access Platform Sales (APS)	<a href="http://www.accessplatforms.co.uk">www.accessplatforms.co.uk</a>
Astra Access	<a href="http://www.astratraining.co.uk">www.astratraining.co.uk</a>
Ainscough	<a href="http://www.ainscoughtraining.co.uk">www.ainscoughtraining.co.uk</a>
AJ Access	<a href="http://www.accessplatforms.com">www.accessplatforms.com</a>
Boss Training	<a href="http://www.bosstraining.co.uk">www.bosstraining.co.uk</a>
Certora Training	<a href="http://www.certoratraining.co.uk">www.certoratraining.co.uk</a>
Cornerbrook	<a href="http://www.cornerbrooklifting.co.uk">www.cornerbrooklifting.co.uk</a>
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IAPS:	<a href="http://www.iapsgroup.com">www.iapsgroup.com</a>
JLG Training	<a href="http://www.jlg.com">www.jlg.com</a>
Liebherr Training (UK)	<a href="http://www.liebherr.co.uk">www.liebherr.co.uk</a>
Lift-Manager	<a href="http://www.lift-manager.com">www.lift-manager.com</a>
Smart Platform Rentals	<a href="http://www.smartplatforms.com">www.smartplatforms.com</a>
UTN:	<a href="http://www.utntraining.co.uk">www.utntraining.co.uk</a>
Versalift Training Direct	<a href="http://www.versalift.co.uk/training">www.versalift.co.uk/training</a>
Warren:	<a href="http://www.warrenaccesstraining.co.uk/courses/">www.warrenaccesstraining.co.uk/courses/</a>
Lifting Equipment Training	<a href="http://www.lettd.co.uk">www.lettd.co.uk</a>
TH White	<a href="http://www.thwhite.co.uk">www.thwhite.co.uk</a>
TVH:	<a href="http://www.tvh.com">www.tvh.com</a>

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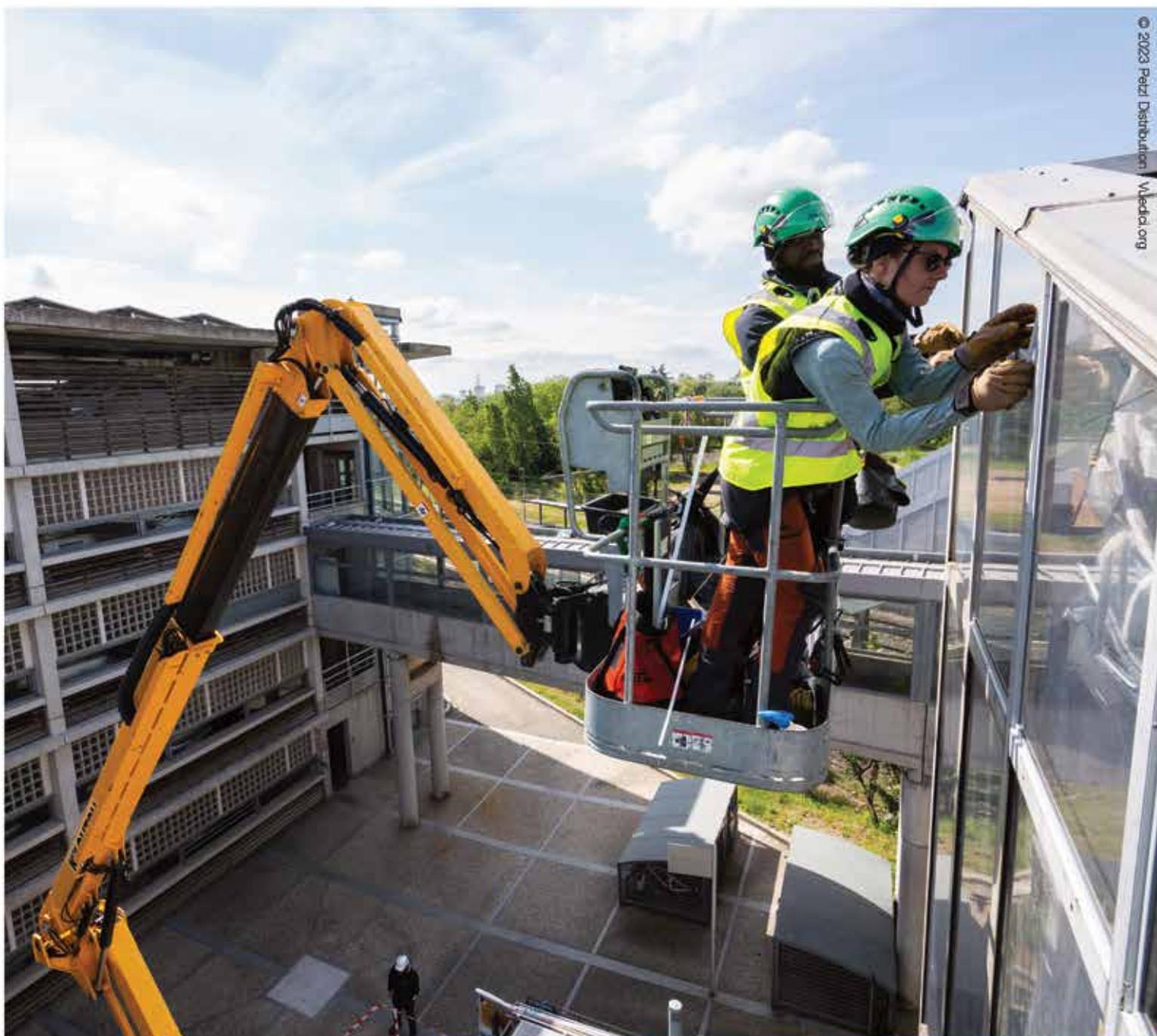
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