

cranes & access

April/May 2026 Vol.28 issue 2

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CRANES**

**CONEXPO
& ARA
REVIEW**

**TRUCK
MOUNTED
LIFTS**

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CRAWLER CRANES 17

In an ever changing world, crawler cranes play a key role in major infrastructure construction projects and repairs. This year, there seems to be a greater focus on small to medium lattice and telescopic crawlers. We take a look at the changes and new introductions in a varied and busy year.

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C&A talks to Marc Paish and Paul Dillon of UK manufacturer Aldercote, possibly the most engineering driven van and pickup mounted lift manufacturer over the past few years, as well as rounding up new products and developments in the 3.5 tonne truck mounted sector.

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Safely and efficiently transporting equipment, materials and components to and from their point of use is an essential part of the construction process. We cast our eye over some of the latest trends, developments and new products.

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March was a busy month for equipment shows in the USA. We report from the ARA in Orlando, Florida and Conexpo in Las Vegas.

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ON THE COVER

The world's largest 3D printed statue representing the role woman play in the construction industry welcomed visitors to this year's Conexpo exhibition in Las Vegas. Standing 19ft/5.8m high it was designed by 3D artist Anna Benjamin and unveiled in the show's Tech Experience area in Silver Lot.



IN THE NEXT ISSUE

Scheduled for publication in mid June, the next issue of Cranes & Access will include features on Low Level platforms, Telehandlers, All Terrain cranes and the APEX show review. 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

ORIGINAL AND BEST?

The expression 'original and best' implies that subsequent versions of a product are never better than the original. I mean - apart from perhaps the Godfather Part II and Sister Act II - name any film sequel better than the original?

Manufacturers are often guilty of introducing new versions in order to pressure customers to 'upgrade' even when the new model is just a slight rehash of the original.

At first glance, aerial lifts, cranes and telehandlers appear to have changed very little over the past 15 years. However, developments in materials - high strength steel, electric motors, controls and paints etc... coupled with modern production processes, mean that today's machines are usually superior in almost every way. And while the basic designs may not have changed that much, the internals certainly have, including emission friendly and quieter power sources, no-oil scissor lifts, cameras, telematics and a whole host of other safety and convenience features.

With technology based products - computers, tablets and smart phones etc - an upgrade often means improved performance and more features. However, with products such as cars, for example, MK II or MK III versions are often minor body changes and a few more 'features', to make them more appealing on paper, and often, in my opinion, rarely as good looking as the originals.

At Conexpo, two interesting new carry deck cranes from MEC and Sany caught my eye in what is a very traditional crane type. As MEC's first ever crane, it said it wanted to take a fresh look at carry deck crane design and "address long standing pain points in a market that has seen limited change for decades".

From the outside, both cranes look like classic carry deck cranes produced over the past 30 or more years. On closer inspection, however, there are major differences and improvements. The MEC - unlike the Sany - has a low-level, side mounted engine similar to a telehandler, giving a clear view

to the side and over the flat deck to the rear, while a modified turret weldment provides good vision to the right side. The Sany with a classic rear mounted engine is equipped with six cameras (MEC has four) for full surround vision from the cab.

Both are diesel powered but have modern features. So, it was a shock to sit in the 12 tonne MEC's cab and be met with a row of control levers - similar to most 'traditional' carry deck cranes. Sany, on the other hand, uses joysticks and a wireless remote control, allowing lifting functions to be operated from a distance.

MEC says that it intentionally kept the 'old fashioned' control panel. If there was one area that probably needed updating it was that - but they did not want to upset existing operators.

Perhaps MEC's market research highlighted 'keep it original' and it has delivered. However, ask anyone if they want to change a product they have been happy with for many years, and most will say "No thanks". Think original VW Beetle, or updates to Microsoft Office, which are a major headache for most of us.

Sometimes changes need to be imposed otherwise we would not have smartphones, sat nav, digital cameras or personal computers. When given the opportunity of a blank piece of paper, it seems a waste not to have been more progressive and radical. However, as both cranes look very similar, perhaps the ideal carry deck crane design was actually achieved many years ago.

Maybe original is best after all... but personally, I would rather not drive around in a car looking like it was from the 1990s even if it was thoroughly modern inside.

Mark Darwin

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

700 TONNE GROVE AT

Manitowoc launched the 700 tonne, eight axle GMK8700 at Conexpo, which it claims is its most powerful Grove All Terrain to date. It features two boom options - 54 and 80 metre - both of which feature the company's interchangeable telescopic sections while a range of lattice extensions are also available.

A 107 metre luffing jib - said to be quicker to rig - features a single back mast and will normally be matched with the self-rigging MegaWing super lift system. Maximum counterweight is 175 tonnes and slabs are interchangeable with the GMK6400 and GMK6450-1 models. The crane also features Manitowoc's Variable Position Counterweight (VPC) technology.

The GMK8700 has several travel configurations to suit local regulations. Five of the eight axles are driven, and two axle groupings are available, one optimised for road travel and the other for tough job site conditions. A removable rear outrigger box, and an adaptive electronic braking system also help with meeting road regulations.

Operators benefit from the next-generation CCS 2.0 crane control system, while the Connect telematics is fully integrated into the new crane's systems.



Grove GMK8700

NEW TEREX LUFFER

Raimondi owned Terex Tower Cranes has launched a new 45 tonne luffing jib tower crane - the CTL 712-45. The crane features a 70 metre jib with a jib tip capacity of 5.8 tonnes, while the 134kW hoist has a maximum single line speed of 226 metres a minute. The crane can be erected on an HD23 tower to a freestanding height of 63.4 metres in standard configuration with an under hook height of up to 131.2 metres.

The CTL 712-45 also includes T-Line auto-levelling, which maintains consistent load height during jib luffing, while T-Torque inverter technology provides smooth, operator adjustable slewing with optimised torque control.



Terex CTL 712-45



S-Pace cab

MEC ENTERS CRANE MARKET... AND ADDS NEW PLATFORMS

MEC unveiled the diesel powered eight tonne/nine ton CD-9T carry deck crane, at Conexpo, its very first crane saying it wanted to "take a fresh look at carry deck design, in a market that has seen limited change for decades."

One of the main improvements is better visibility for operators helped by a clean boom design and a side mounted, low profile engine. Others include a larger more spacious, air conditioned cab, electronic load management system, a four camera display and suspension seat. The crane features hydrostatic transmission with four wheel drive and steer. The side mounted engine provides better service access.

MEC CD-9T key specs

Max capacity	9,000kg
Max sheave height/capacity no outriggers	14.2m/2,018kg
Max sheave height/capacity with outriggers	14.2m/2,767kg
Max outreach/capacity on tyres	12.2m/227kg
Max outreach/capacity on outriggers	12.2/635kg
Jib length	3.3m
Stowed height	2.6m
Overall width	2.16m
Tailswing	0.67m
Max speed	24km/h
Weight	8,981kg
Engine	Diesel 74hp Tier 4F



The new MEC CD-9T carry deck crane



The MEC Max 46-RJ Hybrid

And new platforms

MEC also unveiled a 30ft self-propelled mast lift, the MME30 with a 10.9 metre working height from a seven section forklift type mast, along with a prototype 46ft hybrid straight boom, the Max 46-RJ Hybrid topped with a 1.8 metre jib with 135 degrees of articulation and 120 degrees of horizontal rotation, four wheel drive, four wheel steer and low profile solid tyres.

Other new products include the new 'Plus Line' of eight models:

- 19ft/800mm wide Micro 19+
- 19ft/800mm wide Micro 19-XD+
- 26ft/800mm wide Micro 26+
- 26ft/800mm wide Micro 26-XD+
- 32ft/830mm wide 3232+
- 33ft/1.2 metre wide 3346+
- 40ft/1.2 metre wide 4046+
- 45ft/1.4 metre wide 4555+

More details in our next scissor lift feature.



The MEC MME30

XTREME SPIDER CRANE

US telehandler manufacturer Xtreme Manufacturing surprised many when it unveiled a spider crane - Xtreme XMC3530 - at Conexpo.

The 3.2 tonne crane has a five section 10.3 metre main boom, with a 4.42 metre hydraulic luffing jib, which stows within the superstructure when not in use. Maximum tip height is 16.33 metres, with 490kg, which it can also take out to a six metre radius at a height of 12 metres. Maximum capacity on the jib is just under a tonne, while the fully extended main boom can handle 1,450kg. The XMC3530 has an overall width when stowed of just 762mm, so it will easily pass through a standard single doorway, although its height is a fraction over two metres.

The crane has more than a passing resemblance - specs and appearance - to Jekko's SPX 532.



Xtreme XMC3530

TEREX TO RETURN TO TELE CRAWLER CRANES

As we go to press Raimondi owned Terex RT has announced its return to the telescopic crawler crane market with the 70 tonne TTC70. More on this next issue.

VERTIKAL.NET - 25 YEARS AND STILL GOING STRONG



The world's leading lifting news and resource portal Vertikal.net is celebrating 25 years since going live in 2001. Back then the internet was still in its infancy - Facebook was more than a year and LinkedIn two years from being established - and few companies had their own website.

Over the past quarter of a century almost 50,000 stories and 80,000 pictures have been posted, and all are still in the database and available to read for free. All the digital issues of Cranes & Access and Kran & Bühne - totalling almost 500 - are also available not to mention the directory, industry events guide, library, metric converter and live currency converter. These are just a few of the tools and features which are accessible and downloadable without the need to register.

We plan to run a review of some of the more dramatic stories over the next 12 months, but as a taster, the first story was an interview with Leopold Mayrhofer, of Ring Lift, who said: "The German market for electric scissor lifts up to 12 metres is saturated." The second story concerned the launch of the world's first 100 metre truck

mounted work platform, the Ruthmann TTS1000, which initially secured two orders, but put the company off the big truck mounted market for almost two decades. It finally unveiled another 100 metre lift in 2023.



The second Ruthmann TTS 1000 originally sold to Gerken in Germany was sold and shipped to Abilene High Lift in Texas, USA in 2010

NEW KLUBB TRUCK AND VAN MOUNTS

French aerial lift manufacturer Klubb has announced two new 3.5 tonne vehicle mounted lifts. The 28 metre PT 280 truck mount on a Mercedes chassis has a five section telescopic boom and pedestal mounted basket, a maximum platform capacity of 250kg, and maximum outreach of 17.5 metres with 80kg in the platform over the rear, or 13.4 metres over the side. The lift will make its public debut at Apex in June with production scheduled to start in October.

The new 17 metre KL17P van mount has a new lightweight three section telescopic boom with internal hoses and cables, topped by an articulating jib which provides a maximum outreach of 10.5 metres with 80kg in the platform or 6.6 metres with its maximum capacity of 250kg, with a standard 1kV basket/bucket. Overall weight is 3,100kg with a full tank of fuel. A 'Green Pack' option uses a battery power pack for the superstructure. Production has already started with the first domestic and international shipments due to start shortly.

For more information see the Van and truck mounted feature on page 27



Maximum outreach of the PT 280 is 17.5m over the rear



The new KL17P

SKYJACKS NARROW 45FT BOOM

Skyjack has launched a 45ft narrow aisle, all electric boom lift, the SJ45 AJN together with a rotating jib version, the SJ45 ARJN. Employing a twin element sigma type riser topped by a two section telescopic boom and a 1.4 metre jib with 145 degrees of articulation, it has a working height of 15.5 metres, with an up & over height of 7.8 metres and a maximum outreach of 6.72 metres, or 6.82 metres on the SJ45 ARJN. Unrestricted platform capacity is 227kg. The SJ45 ARJN has a jib with a full 180 degrees of rotation.

Overall width is 1.5 metres, overall length 6.37 metres or 6.11 metres with jib tucked for transport on the standard unit, or 6.93 metres and 6.57 metres on the ARJN. Stowed height is 1.98 metres. Total weight is 6,832kg and 7,076kg respectively. Power comes from a 360AH battery pack with rear direct drive wheel motors.



JLG 860SJ+ PROTOTYPE.

JLG unveiled an 86ft telescopic boom lift, the 860SJ+ at Conexpo - a prototype upgrade of the current 860SJ. Detailed specifications are not available, however it will have a higher platform capacity and a little more outreach, as well as "additional machine positioning options and increased operator flexibility", whatever that is. One key differential we noticed is that it has an internal power track with space possibly created from dropping the chain telescope for the top section of the three section boom in favour of a wire rope extension system. The prototype was also equipped with a rotating jib option.

JLG unveiled the 86ft 860SJ+ prototype upgrade at Conexpo



NEW MAGNI TELEHANDLERS

Italian telehandler manufacturer Magni has launched two 4,000kg/15.2 metre fixed frame telehandlers, the TH 4.15 S and TH 4.15 SP - the key difference between them being the engine size, which impacts the road speed and cycle times.

Both machines have a maximum capacity of four tonnes at lift heights of up to 12.8 metres or at a forward reach of five metres. Capacity at the maximum 15.2 metre lift height is 3,500kg, while 1,400kg is possible at the 10.5 metre maximum forward reach.

The TH 4.15 S - powered by a 55.4kW Deutz - is designed for those who tend to work with attachments that do not require hydraulic power, such as forks, hooks and fixed jibs. The TH 4.15 SP has a larger 74.4kW Deutz engine, which Magni says provides faster cycle times and improved response for more demanding applications. Maximum travel speed is 35kph, compared to 25kph on the TH 4.15 S.

Both models have hydrostatic transmission, four wheel drive and levelling on both wheels and stabilisers for operation on uneven ground. They also feature an in-cab display that allows the operator to select the attachment in use and view the corresponding load chart via the MCTS (Magni Combi Touch Screen) system.

Alongside the TH 4.15 models, Magni has also introduced the 4,000kg/19 metre TH 4.19 available in both S and SP configurations. It is similar to the 15.2 metre, but with a greater lift height.



TH 4.15 SP

VERSALIFT ANNOUNCES V-RANGE

Time Versalift has announced an all-new, seven model V-Range

of 3.5 tonne truck mounted lifts for the European market which will be gradually rolled out over the rest of this year. Branded as Versalift or France Elévateur depending on the market, the models have a modular design and offer working heights from 17 to 27 metres and are installed on standard 3.5 tonne chassis.

All models are equipped with a common proportional control system, hydraulic and electrical architecture and standard 'Real Time Connect' telematics. The company says the level of standardisation is such that it substantially streamlines operator training, maintenance and fleet management, while reducing spare parts holdings and technician training requirements. At the same time, the standard telematics suite provides remote monitoring, fault detection and troubleshooting to help minimise downtime.

For more information see the Truck and Van mounted feature on page 27.



The 20m VA-200-F

SCANRECO'S NEW REMOTES

Swedish remote control manufacturer Scanreco has introduced three new remote control transmitters - the OneGrip, Mega Flex and Rocket Plus. The compact OneGrip is designed for service crane operators, enabling control with one hand while the other is used for load handling guidance. The Rocket Plus is a handheld remote optimised for use in RF (radio frequency) busy environments and can maintain signal through physical obstructions.

All three transmitters are built on Scanreco's G6 platform and are designed to meet the latest safety, cyber security, and regulatory standards for industrial remote controls. They meet PL e and SIL 3 safety standards and use Scanreco's SISIP radio system for encrypted communication. The modular design makes it easy to customise the layout and controls.

Based in Sweden Scanreco produces radio remotes for companies including Palfinger, Hiab, Effer, Fassi, HMF and Terex.



OneGrip

Rocket Plus



Mega Flex

LIEBHERR UPDATES 90 TONNER

Liebherr has introduced the 90 tonne LTM 1090-4.3, replacing the LTM 1090-4.2 which dates from 2017. The new model includes the Liccon3 control system and improved capacities on its 60 metre main boom and the 9.5 to 16 metre bi-fold swingaway extension, which takes the maximum tip height to just under 80 metres. The new crane can be configured with axle loads of 10, 12 or 16 tonnes, while up to 8.8 tonnes of counterweight can be carried within the 12 tonne axle load limits.

Standard features include ECOdrive, ECOmode, VarioBallast, and VarioBase. The crane is also equipped for RemoteDrive operation and includes safety systems such as Blind Spot and Moving Off. Additional options include a central lubrication system and digital tyre pressure monitoring.



The LTM 1090-4.3

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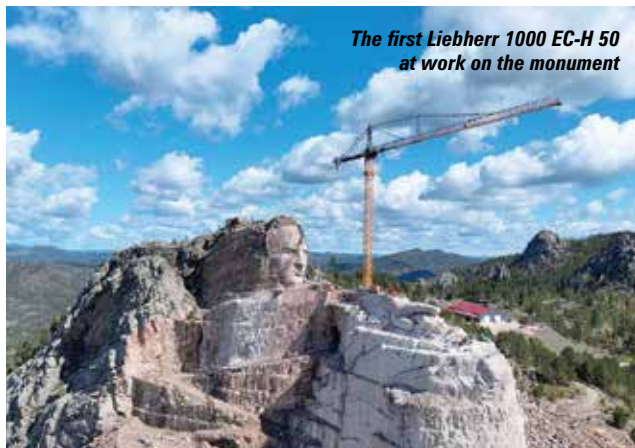


ANOTHER BIG TOWER FOR CRAZY HORSE

US tower crane and hoist rental company Morrow has supplied a second 50 tonne Liebherr 1000 EC-H 50 high-top tower crane to the memorial project for the Lakota warrior Crazy Horse being carved/built into the Thunderhead Mountain in South Dakota's Black Hills. The memorial will be 172 metres high and 195 metres wide.

The 1000 EC-H 50 has a maximum capacity of 50 tonnes and a maximum radius of 80 metres, with a jib tip capacity of 11.5 tonnes. The cranes will be used to lift granite blocks, tools and prefabricated elements, with the new crane handling the upper sections of the monument.

You can learn more about Crazy horse at: https://en.wikipedia.org/wiki/Crazy_Horse



LIFTSMART'S NEW CL SERIES

US portable material lift manufacturer LiftSmart has launched a new four model compact material lift line - the CL Series. Engineered for indoor lifting applications and areas with restricted access they feature lift capacities from 158kg to 227kg with lift heights from 1.2 to 3.7 metres.

The four models are the 1.2m CL-4, 2.4m CL-8, 3.1m CL-10 and the 3.7m CL-12. The CL-8 base model has an overall stowed width of 690mm, extending to 1.07 metres for greater stability. Overall length when stowed is 410mm and overall height is 1.75 metres.

Features include a new 'Adjust-A-Base' system that allows the two smaller models to be easily converted to a straddle base by swapping out the support legs, the straddle base is standard on the two larger models. Features include a secondary automatic stowed latching system, a built-in foot ramp to make tilting the lift easier, full size aluminium sheaves and cables and integrated fork storage pockets. LiftSmart was founded in 2011 and is based in California.



'HEY TADANO' UPDATES

Tadano has updated its Artificial Intelligence (AI) assistant feature 'Hey Tadano' with voice control functions and key design changes. The company said the assistant can now answer operating, technical and troubleshooting questions for crane operators through a voice control function, using information from operating manuals and other official company documents.

The updated version also includes revised product categories, a new interface and simpler navigation. Tadano has also introduced voice control on Apple devices through an app, activated with the command 'Hey Tadano'. Android users can access a web version with tap-to-speech input. The tool is available for free in 50 languages at <http://hey.tadano.tools> and through the iOS App Store.



CMC TO GO ALL NORDIC

Italian spider lift manufacturer CMC has signed an agreement with Swedish forklift distributor Maskin Experten, which will see it take over the distribution of CMC spider lifts across the entire Nordic region.



It has begun with the exclusive appointment of Maskin Experten for Sweden and Finland. If all goes to plan, the agreement will be extended to Norway then Denmark and possibly Iceland.

CMC says that the move is part of an ongoing 'consolidation strategy' to expand its network of 'qualified partners' internationally. Its current network includes 50 distributors across 30 countries. Maskin Experten focuses mainly on the sale, rental and support of forklifts to industrial and logistics companies.



SINOBOOM'S DUAL-ETM TECHNOLOGY

Chinese aerial lift and telehandler manufacturer Sinoboom has introduced Dual-ETM Smart Technology, designed to extend battery life and improve the energy efficiency of its electric boom lifts. The system uses a combination of components and sensors to calculate the optimum power usage required during operation, eliminating waste associated with systems based on maximum demand.

Key elements include the use of permanent magnet synchronous motors, which tend to be less power hungry, and multi valve CAN-bus controls to reduce flow loss and improve precision. The company claims that its tests of boom lifts equipped with the technology indicate energy usage reductions of around 30 percent, extending the battery life by a similar percentage over its boom lift models without the new technology.



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FINANCIALS ROUND-UP

Austrian crane and platform manufacturer **Palfinger** saw 2025 revenues slip 1% to €2.34 billion, while pre-tax profit dipped 2.5% to €138.4 million. Net debt was cut by more than 30% to €459.9 million. Fourth quarter revenues showed a strong pickup, rising 6.7% to €604 million.



Manitou revenues for 2025 declined 3.4% to €2.56 billion, while pre-tax profit fell 39% to €106 million due to lower gross margins, higher sales & administration costs, higher R&D expenditure and one off charges. Net debt was slashed by 42.7% to €212 million. As a result of the activities in the Middle East and Iran, Manitou has declined to provide any view on what it expects to achieve in the current financial year.



Haulotte revenues in 2025 fell 18% to €511 million, with Europe being the only region posting any growth. The bottom line was a pre-tax loss of €21.5 million compared to a profit last year of €19.1 million. It did, however, manage to reduce net debt by €17 million to €183 million and expects to return to sales growth in 2026, largely on the back of a return to some sort of normality in the North American market.



UK rental company **Ainscough Crane Hire** saw full year revenues decline 5.2% to £115.5 million compared to 2024. Pre-tax profit plummeted 67.5% to £3.7 million, while capital expenditure increased to £28.7 million, of which £25.2 million was spent on new cranes, helping push net debt up 16.6% to £37.7 million. Ainscough's owner, private equity firm GSO Capital Partners/Blackstone, extracted a £22 million dividend from the company following the year-end result.



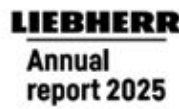
UK rental group **Vp** - owner of **UK Forks**, **MEP** and **Brandon Hire Station** - has issued a year end trading statement for the 12 months to the end of March, indicating a 15% to 28% pre-tax profit improvement before exceptionals. It said: "Strong long-term opportunity remains, despite a challenging near term market."



German telehandler manufacturer **Wacker Neuson** reported 0.7% reduction in full year revenues for 2025 to €2.22 billion, with an improving European market offsetting declines in the America's and the rest of the world. Sales of Compact Equipment - which includes telehandlers - fell 2.4% to €1.25 billion. Pre-tax profit was 7.5% higher at €109.8 million, and net debt was reduced by 40% to €185.4 million. Fourth quarter revenues jumped 12.5% to €593.6 million, thanks to a solid pickup in Europe.



Liebherr has reported a 6.8% reduction in mobile and crawler crane sales to €3.65 billion in 2025, while tower and maritime crane revenues jumped 28.9% to €406 million and 23.1% to €1.25 billion, respectively. The whole group saw revenues increase by 1% to €14.77 billion, while pre-tax profit plummeted just over 29% to €437 million, due entirely to higher staff and other operating costs.



US rail crane manufacturer, refurbishment and re-manufacturing company **IPS Cranes** has acquired the design rights and technology for the **American Hoist & Derrick** crawler crane products. It will also take over the product support for these and the **Terex** models that followed its acquisition of American in 1998. The deal includes cranes, boom and jib components, but not the third hoist drums and their components. IPS has been producing replacement lattice boom sections for Terex since 2019.



French international rental company **Kiloutou** has acquired Irish rental company **KDM Hire** from its owners, Keith and Julia Mcivor and members of the senior



management team. KDM was established in 1990 and now runs an extensive rental fleet of around 10,000 units with 240 employees. Revenues for the year to the end of 2024 were £26.33 million, with a pre-tax profit of £3.7 million.

Dutch crane rental company **Kuiphuis** has acquired family owned **Van Marwijk Kraanverhuur**, which is based in Zoeterwoude - between Amsterdam and The Hague/Den Haag - providing Kuiphuis with a second location in what is a busy part of the country.



Italian loader crane manufacturer **Fassi** - which also owns a significant stake in **Jekko** - has acquired **Fascan**, the Fassi and Jekko distributor in the USA, from the **Faloney** family. Fascan has been the Fassi distributor since the start of 1992, having been set up specifically to distribute Fassi cranes in the USA and Caribbean. Fascan now operates from a 5,000 square metre premises in Baltimore and supports a working population of more than 7,500 Fassi cranes. Last year, it had revenues of around \$50 million.



Italian international rental group **Alayan Rentals** has acquired Spanish rental company **Valquisa**. The move is a key element of Alayan's expansion plans in the Iberian Peninsula, which includes both acquisitions and organic growth. Zaragoza based Valquisa was established around 37 years ago and runs a fleet of more than 800 units including aerial work platforms and telehandlers.



200 MANITOU TELEHANDLERS FOR H.E. SERVICES

UK rental company H.E. Services has invested £15 million in 200 new Manitou telehandlers, part of a two year renewal and expansion programme.

The machines were ordered through Glosrose - the Manitou dealer for South East England - and include models ranging from four metre sub compacts to 18 metre full size machines. The new telehandlers will be distributed across the company's 11 depots in England and Wales, with a concentration on key locations such as Strood in Kent, Liverpool, Cambridge and Cardiff.



TVH EXPANDS ELECTRIC DESIGN

Global parts supplier TVH has expanded its Electric System Design activities, offering support for manufacturers developing electric machines or those converting diesel or gas powered equipment to electric.

The company said it combines software development support with components including battery systems, controllers and electric motors, and can supply off-the-shelf parts for prototypes to avoid minimum order quantities. TVH is also working on swappable battery packs and wireless public electric vehicle charging.



An all electric forklift

80 JCB TELEHANDLERS FOR SCOTT'S

Macclesfield, UK based rental company Scott's Hire has ordered 80 fixed frame JCB telehandlers with lift heights from six to 18 metres from dealer Gunn JCB.



Scott's was founded by Don Scott in the late 1960s, selling the business to Martin Smithson in 1998 who went on to acquire D. Buxton Hire in Sandbach, more than doubling the size of the company. A depot was later opened in Brownhills, north of Birmingham, and a branch opened in Dundee, Scotland in 2023. The Scott's fleet now numbers 2,500 units, mostly earthmoving, welfare units and telehandlers.

GENIE 'WARRANTY HUB'

Genie has launched 'Warranty Hub', an online platform for customers to manage warranty claims and related information.

The system - part of the company's 'Genie 360 services' - covers product registration, claim submission, adjudication and credit memo processing. It is available in different languages and currencies.








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NEWS HIGHLIGHTS

- **Klubb** has launched a 28m/3.5t telescopic truck mount
- **Manitou** has appointed **Slyvain Blaise** as CEO designate
- Italy's **Gruppo Mollo** will invest €170 over the next two years
- **Faresin** has appointed **Borusan Cat** as its Turkish distributor
- UK's **Bernard Hunter** has taken a 300t **Liebherr** LTM 1300-6.2
- Germany's **Gräber** has ordered **Jekko** spider cranes
- Crane veteran **Mark Norris** has died
- **Sinoboom** hosted the Brazilian rental industry Women's Summit group
- Germany's **Schwab** is celebrating 50 years in business
- **Böcker** has opened a branch in Eschbronn, Germany
- **Bizim Vinç** has taken Turkey's first 450t **Grove** GMK6450-1
- UK's **APS** has appointed **Neil Ashton** as service director of **PSR**
- **CMC** has appointed **Maskin Experten** as Nordic distributor
- **Niftylift** has won the HAE Supplier of the Year award
- Scotland's **Global Crane** has taken two 250t **Liebherr** LTM 1250-5.1s
- Spain's **Koltho Elevación** has taken an 80t **Grove** GMK4080L AT
- US's **Prillaman's Crane & Rigging** has taken a 250t **Liebherr** LTM 1250-5.1
- Switzerland's **UP** issued the three millionth **IPAF** PAL card
- Germany's **HVS Hubarbeitsbühnen** has taken an IM R 23 DA **Imer** spider lift
- **Brian Falck Schmidt** has left the access industry
- **Mammoet** has taken the world's first 150t **Grove** GMK5150L-1e plug-in hybrid
- The Faroe Islands' **Rókin** has taken a 300t **Grove** GMK6300L-1
- Germany's **Kreutzberger** has added 23 **Sinoboom** platforms to its fleet
- Ireland's **Fiontar** has joined **IPAF** as its first health & safety consultancy
- **Potain** has marked 30 years of manufacturing in Zhangjiagang, China
- **CTE** has promoted **James Bunting** to UK general manager
- Germany's **Ferdinand Scheurer** has taken an 86ft **Niftylift** HR28e
- UK's **TCH Logistics** has taken a 59.4t/m **PM 70.5 SP** articulated crane
- Germany's **Wiesbauer** has taken a second 450t **Tadano** AC 7.450-1
- **Imer** has appointed **Sahalift** as scissor lift dealer in Germany & Austria
- Germany's **Fröhlich Bau Kran** has taken a 450t **Grove** GMK6450-1
- **Jacqueline Himsworth**, the last of **Manitou's** second generation, has died
- UK's **Mark One Hire** is marking its 45th anniversary with local initiatives
- **JLG** has appointed **APS** as its distributor for the UK
- **Magni** telehandlers has relocated its German headquarters to Dülmen
- **Crosby** has launched two new hook camera systems
- **Sany** has promoted **Phil Boddy** and **Christopher Jarvis** to its UK telehandler team
- Spain's **Talleres y Grúas Estación** has taken a 250t **Tadano** AC 5.250L-2 and a 450t AC 7.450-1



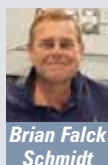
Sylvain Blaise



Mark Norris



Neil Ashton



Brian Falck Schmidt



Jacqueline Himsworth



Phil Boddy



Christopher Jarvis

- US's **Sims Crane & Equipment** has promoted **Derek Sather**, **Curtis Taylor** and **Mike Kuffermann** to senior executive roles
- Italy's **Federservizi** has taken 18m and 32m **Palazzani** spider lifts
- **TS Platform & Hejs** has received the first 1.3t/150m **Geda** Shaft Lift in Denmark
- UK's **PP Engineering** has taken a 45t **Tadano** AC 3.045-1 City AT
- Germany's **Dathe Energie & Montage** has taken a 25m **Cela** Spyder DT25 spider lift
- **Ausa** has appointed **APS** as dealer for the UK East Midlands
- **My Future My Choice** is seeking candidates for its 'Curious About Lifting and Access' card game
- Saudi Arabia's **First Gulf Sky** has taken three 120t **Liebherr** LTM 1120-4.1
- **Sarens** has appointed **Stephan Kulawik** as group rental commercial director
- **IPAF** has released a third 'Share Your Story' safety video
- UK's **LGH** has purchased 'MegaMod' a 1,500t Modulift spreader beam
- Italy's **Axolift** has appointed **Equipleva** as dealer for Portugal
- **Spierings** has appointed **D&T Machinery** as distributor for S.Korea
- **Kalmar** has appointed **Katri Hokkanen** as CFO designate
- Oman's **Salalah** container port reported a drone strike on an STS crane
- Turkey's **Doğu Kurtarma Vinç** has taken a 300t **Liebherr** LTM 1300-6.4
- UK's **Thor's Trees** has taken a 25m **Multitel** MZ 250 truck mounted lift
- **HHLA TK Estonia** has ordered two **Konecranes** RTG cranes
- **Sinoboom** has appointed **ASC** as dealer for Qatar
- **NCCCO Foundation** has published a recruitment playbook for crane industry employers
- UK's **MCS Rental Software** has added an AI feature
- Germany's **Wolffkran** has reappointed **Peter Schiefer** as CEO
- Chile's **Terminal Puerto Arica** has ordered two 125t **Konecranes/Gottwald** ESP.10 mobile harbour cranes
- US's **Bragg** has added five **Liebherr** All Terrains from 110 to 700t
- UK's **JMS Powered Access** has taken an **AlmaCrawler** Bibi 1490-BL EVO
- **Palfinger** has appointed **APS** as UK truck mount distributor
- UK's **Bray Cranes** has taken a 60t **Liebherr** LTM 1060-3.1 with a 90t on order
- Italy's **Gruppo Mossali** has added **Leguan** spiders to its fleet
- Switzerland's **Richi** has taken an 8t **Liebherr** MK 120-5.1E
- **Link-Belt** has promoted **Brandon Robinson** to product manager, truck and ATs
- **Maeda** has appointed **Uriquip** as dealer for Southwest USA
- UK's **Birmingham Crane Hire** has taken a **Spierings** SK1265-AT6 eLift
- **IPAF** has introduced an online course for equipment spotters
- Germany's **Steil Krnarbeiten** has taken four **Tadano** ATs from 80 to 220t
- South Africa's **Concord Cranes** and **Marlboro Crane Hire** have taken 100t **Liebherr** LTM 1100-5.3 ATs
- Italy's **GIS** trade show will move to Parma
- **Zoomlion** has opened its plant in Tatabánya, Hungary



Derek Sather



Curtis Taylor



Mike Kuffermann



Stephan Kulawik



Peter Schiefer



Brandon Robinson



Jon Cooke

- UK's **Brogan Group** has appointed **Jon Cooke** as a strategic partnership manager
- Ireland's **RMP Hire** has taken **AlmaCrawler** boom and scissor lifts
- Ireland's **O'Carroll Haulage & Crane Hire** has added five **Liebherr** from 70 to 300t
- Germany's **G. Winkelmann** has taken two 18m **GSR** B180T truck mounts
- Germany's **Riga Mainz** has transferred 40% of its shares to **Kai Langer**
- **All Erection** has taken N.America's first 400t **Liebherr** LTM 1400-6.1 AT
- **JLG** has launched **AllFleet Parts**, covering 60+ manufacturers
- **IPAF's** Summit and **IPAF's** in Istanbul have been postponed until October
- Spain's **Grúas Lozano** has taken an 80t **Tadano** AC 4.080-1
- **Böcker Nederland** has appointed **Ivo Heuvelmans** as MD
- **Imer** has appointed Germany's **Ohl Baumaschinen** as a sales & service partner
- The **British Antarctic Survey** Rothera Research Station has taken four **Dingli** 'No Oil' scissors from **Nationwide Platforms**
- **Aconda** has appointed **Jekko UK** as its dealer
- **Ruthmann** has appointed **Stefan Hartung** as sales manager Eastern Germany
- **Notus Contract Lifting** and **Hebo Maritimeservice** have formed **Notus Hebo**
- **Pınarbaşı** has taken Turkey's first 120t **Liebherr** LTM 1120-4.2
- **Tadano** has added four locations to its US distribution network
- **Haulotte Italia** has opened a workshop in Aprilia, south of Rome
- UK's **Thanet Crane Hire** has taken its third 40t **Liebherr** LTM 1040-2.1
- Germany's **Richter Kran & Schwerlast** has taken a third 800t **Liebherr** LTM 1750-9.1
- **Manitowoc** has launched upFlex, a retrofit LMS for older **Grove** cranes
- **R.W. Christopher** in Wales has taken a 450t **Liebherr** LTM 1450-8.1
- **Sinoboom** has appointed **Carlos Hernandez** as CEO N.America
- **JLG** has opened a regional inventory hub in Dubai
- **Merlo UK** has appointed **MSM DRH** as East Midlands dealer
- **Socage** has launched an after-sales division - **Platform Service**
- **Faymonville** has acquired Italy's **Morello**
- UK's **APS** has appointed **Tom Heasman** to SW sales manager
- **Jekko** has appointed **Kees Hoogendoorn** as export manager
- UK's **Direct Sports Lighting** has taken a 21m **Oil & Steel** Octopus 21 spider lift
- The Netherlands **Ecranex** has ordered the first 45t **Valla** V470RXX
- **Sinoboom** has appointed **Forges De Bazas** as distributor for Morocco
- Finland's **HRK** has taken 15 **Haulotte** scissor lifts
- **Point of Rental Software** has acquired **The Owl**
- Netherlands' **Hartman Seatrade** has taken two 250t **Liebherr** LS 250
- **Multitel Pagliero** has appointed **Sahalift** as German end user dealer
- Belgium's **MB Groupe** has taken a 70m **Ruthmann** T700 HF truck mounted lift
- France's **Adekma** has taken a 450t **Tadano** AC 7.450-1
- Ireland's **M.R. Concrete** has taken a third 60t **Liebherr** LTM 1060-3.1
- **MCS** has promoted **Madeline Hebbourne** to marketing/communications specialist
- **IAS** has delivered two 21m **Easy Lift** RA21 spider lifts for tree care
- **Multitel** has appointed **Samurai Equipment** as dealer for Portugal



Kees Hoogendoorn

CTT 392-16

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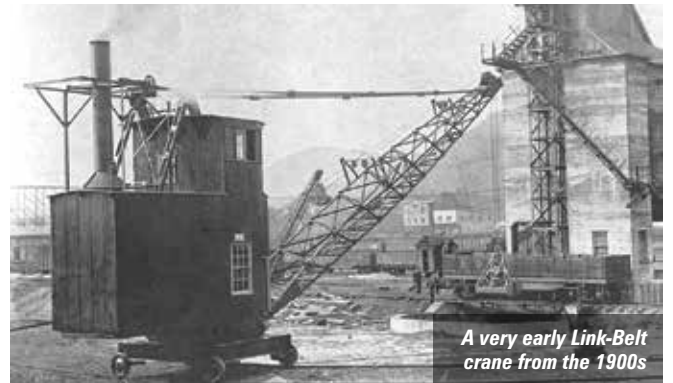
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AT THE HEART OF INFRASTRUCTURE DEVELOPMENT

In an ever changing world, crawler cranes play a key role in major infrastructure construction projects and repairs. Whether it's roads, bridges, railway lines or petrochemical construction, replacement, repair or maintenance, crawler cranes are typically at the centre of things, while new developments such as wind power introduce new challenges for crane design.



A very early Link-Belt crane from the 1900s

In our last crawler crane feature we highlighted renewed interest in the larger lattice crawler cranes. This year there seems to be a greater focus on small to medium lattice cranes as well as telescopics. We have also seen some acquisition activity, while one company is celebrating 150 years in business. There have also been several new cranes and some older, almost 'vintage', crawler cranes still performing at the highest levels, while new electric powered cranes are becoming more prevalent. Finally, anti-dumping allegations have reached the crawler crane market. Yes, it has been a varied and busy 12 months.

LINK-BELT ADDS NEW MODELS

Founded in 1880, Link-Belt Cranes is one of the oldest crane companies still in existence. At Conexpo, it introduced two new crawler cranes, the 160 tonne TCC-1800 telescopic and the 181 tonne 248IV lattice crawler. Later this year C&A will cover Link-Belt's history in greater detail, including some amazing early photographs - some of them more than 100 years old.

The TCC-1800 fills the gap between 226 tonne TCC-2500 and 127 tonne TCC-1400 with shipments due to begin after the summer. Crawler crane product manager Michael Dawson says:

"Having identified a growing customer demand for telecrawler models between 150 and 200 tons, we developed the TCC-1800 to fulfil this segment and answer customers' specific requests."

The TCC-1800 has a 13.3 metre to 60.1 metre greaseless six section main boom with a 16.8 metre bi-fold hydraulically offsettable SmartFly with up to three 5.5 metre lattice extensions, achieving a maximum tip height of 95.8 metres.

Power comes from a Stage V/Tier 4 Final Cummins QSB6.7 HVO-compatible diesel with auto-idle function to reduce fuel consumption and noise. An Auxiliary Power Unit provides essential cab systems such as climate control, crane displays, radio and lighting without needing to start the main engine.

Standard design features include a centralised grease point and electrical locations, a wireless rigging remote, fall arrest anchors, and slew boundary poles. New dual axis controls provide free slew and auto brake capabilities.

The in-house designed Pulse 2.0 Rated Capacity Limiter - used on other Link-Belt cranes - is designed to interface easily with the crane's other features. Using the 10 inch touchscreen display, the operator can set ground bearing pressure alarms or use fine metering for precise picks. Integrated within the display are the onboard



Maximum tip height for the TCC-1800 is 95.8m



The new 160 tonne TCC-1800

diagnostics to keep the TCC-1800 running at peak performance with straightforward Wi-Fi updates and remote troubleshooting.

Link-Belt says that the design priorities included easy transport and full self-assembly. In transport mode, the TCC-1800 weighs less than 49 tonnes including boom, main and auxiliary wire ropes, a 109 tonne hook block, and the three metre hydraulic offsettable SmartFly.

The TCC-1800 is Link-Belt's first model to include independent extension cylinders for each track, allowing a smooth extension and retraction of the tracks to enable the Variable Confined Area Lifting Capacities (V-CALC), giving a full range of track positions, nine different 360 degree load charts with pick & carry and including counter rotation.

NEW 248|V BUILDS ON A CENTURY OF INNOVATION

The second new Link-Belt crane is the 181 tonne 248|V lattice crawler, which should be available for shipment this autumn. It is said to build on the heritage of Link-Belt's 248 models, which have proven popular over the past 20 years, while incorporating new features to improve efficiency and versatility.

One of the main advances is the new HSL-2 Load Moment Limiter with a 12-inch touchscreen display, which is also featured on the smaller 218|V. Its telematics link provides real time geometrical data with images and operator alerts, including wind speed, tilt angles and ground bearing pressures for conventional and luffing applications. It also provides installed counterweight sensing, along with step guided calibrations with advanced diagnostics, allowing operators to make decisions more quickly.



Link-Belt launched its 181 tonne 248|V lattice crawler at Conexpo.

Link-Belt says that customer feedback played a key role in shaping the design of the 248|V, such as including the APU, already mentioned on the TCC-1800, which the company estimates can significantly extend the service intervals for the engine. The unit has sufficient power for true multi-function simultaneous operation of slew, all three winches as well as boom luff. Other features include reduced glare LED lighting, fall arrest anchors and wider steps. A slew fencing system restricts superstructure rotation to predefined limits and a new hydraulic superstructure counterweight removal/installation system is said to speed setup and dismantle times.

APPLICATION VERSATILITY

The 248|V offers conventional boom lengths from 16.8 to 86.9 metres and fixed jib lengths from 9.14 to 30.48 metres for added reach. Other attachments include a 27.2 tonne heavy duty extension and power pack mounting lugs

on the upper frame aid pile driving and vibratory hammer work. Quick-reeve button style wire rope terminators simplify rigging and reduce setup time. A newly engineered 7.62 metre base boom section remains in place for transport, within the 41,050kg transport weight, saving a truck.

For projects requiring extended reach, the 248|V has a new 43.5 tonne capacity luffing jib, with lengths of 25.9 to 56.4 metres and a luffing range from 88 to 65 degrees. An optional three metre tip extension adds a little more reach as well as load line separation when needed.

LIEBHERR ADDS TO ITS LR 1400

Another crawler crane making its US debut at Conexpo was Liebherr's 400 tonne, LR 1400.1 SX which was launched at Bauma last year but shown for the first time with a derrick boom and suspended counterweight option for heavy lifts at longer radii and long boom combinations. The counterweight can be increased or reduced by adding or subtracting 10 tonne counterweight slabs, without the need for an auxiliary crane.

The suspended counterweight radius feature's Liebherr's VarioTray variable counterweight system, its position is monitored at all times, with automatic load chart selection. When it is set down on the ground, an automatic interlock prevents slewing, travelling, or varying the counterweight radius.

As a multipurpose crane, the LR 1400.1 SX is typically used on infrastructure expansion or replacement, including bridges or tunnels, stadium or factory construction with steel or precast concrete elements and even for barge applications.



Liebherr's LR 1400.1 SX was shown at Conexpo with a derrick boom and suspended counterweight

NEW ASSISTANCE SYSTEMS

A gradient travel feature helps improve safety when working on or near slopes. The crane's control system automatically calculates the crane's centre of gravity and warns the operator before the crane leaves a safe area. While travelling, the operator receives information about the permissible and actual gradient and the crane's overall centre of gravity at all times. If necessary, the boom angle can be altered so that the machine remains safe.

The ground pressure visualisation of the LR 1400.1 SX calculates the current ground pressure in real time and compares it with predefined safety limits for the respective jobsite. The ground pressure is displayed in the operator's cab so that the operator is constantly aware of whether the machine is in or is approaching a critical area. The ground pressure of the crane can also be reduced using ground pressure reduction plates. The plates can be lowered during lifting to significantly increase the crane's



ground contact area, reducing ground pressure by more than half. They are also handy when raising long booms from the ground. When erecting or lowering the boom, the 'Boom up and down' assistant indicates if and when the crane is approaching a tipping point and automatically stops operation before the operator unintentionally enters an unsafe zone. The operator no longer has to operate the main boom and jib winches separately, the controlled folding of the jib begins at the press of a button and the speed of the laying down procedure is controlled with a single joystick. During the process, the 'Boom up and down' assistant chooses the safest method for laying down the boom.

LR 1300.1 SX STILL GOING STRONG

After 18 years, Liebherr's most popular crawler crane - the 300 tonne LR 1300.1 SX - is still going strong. Introduced at Bauma 2007, the global operating population will shortly reach 1,000 units. The very first unit - sold to Maxim Crane Works in the USA - is currently carrying out maintenance work at the Four Corners power plant in Farmington, New Mexico. One of 38 units in the Maxim fleet, the company recently placed an order for another dozen cranes.

Vice president Greg Bellcoff said: "We see significant growth for this unit over the next four to five years. Our customers use the LR 1300.1 SX for renewables such as wind, steel erection, petrochemical, refining and all manner of commercial construction."

The LR 1300 was developed at Liebherr Nenzing using design principles from cable excavators manufactured at the site since 1980. The company said that the development team focused on balancing high capacities with easy mobility and assembly. The crane has evolved over the



The first LR 1300.1 SX at Maxim Crane



The Maxim team with the 18 year old LR 1300

years with new operator assistance systems including vertical line finder, horizontal load path, 'Boom up and down' assistant, various operating modes and ground pressure visualisation.

300T ELECTRIC CRAWLER

Liebherr unveiled the LR 1300.2 SX Unplugged battery powered version at Bauma last year, which has similar performance with zero on-site emissions. The crane features a 438kW electric motor and 392kWh battery pack, providing up to 13 hours of operation without mains power. Liebherr says that complete battery charging takes between 4.5 and 8.5 hours, depending on the available power supply, with the crane remaining fully operational during charging.

While performance and capacities remain the same as its diesel counterpart, the new model

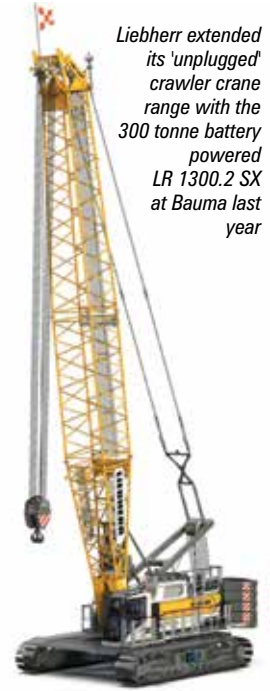
includes seven different boom configurations with a maximum main boom of 110 metres, and a maximum system length of 196 metres - 83 metre boom plus 113 metre luffing jib. The crane's lifting capacities can also be boosted with a 30 metre derrick boom and 120 tonnes of suspended counterweight.

A gradient travel aid system assists with slope monitoring, while a special operating mode has been developed for working on barges. The system includes load curves for off-level angles of zero to three degrees - with corresponding load moment protection.

TELESCOPIC CRAWLERS

Not so long ago, telescopic crawler cranes of any capacity were a fairly rare sight on most construction projects - now they are a

critical item of equipment, particularly on major utility, infrastructure and maintenance projects - the main reasons being ease of transport and set up combined with the ability to quickly and easily retract and lower its boom. Maximum lifting capacities currently top out at around 250 tonnes since Liebherr stopped supplying its 1,200 tonne LTR 11200 -



Liebherr extended its 'unplugged' crawler crane range with the 300 tonne battery powered LR 1300.2 SX at Bauma last year

although the majority of those sold range from 80 and 100 tonnes, more than enough for most highway or bridge contracts.

NEW TADANO GTC

Tadano is adding a new 60 ton/54.5 tonner to its GTC range of telescopic crawler cranes which have maximum capacities from 50 to 160 tonnes. The GTC-600-2 is essentially an upgrade of the current 50 tonne GTC-550, which it replaces.

Discover Jekko **Mini Cranes**



Mini cranes, crawler cranes and mini pickers, designed to reach the unreachable

#MadeForLiftingHeroes





The new GTC-600-2

The GTC-600-2 features a 34.7 metre four section full power boom, topped by an 8.8 metre to 15.3 metre bi-fold swingaway extension with up to 45 degrees of offset. Key chassis features include: Opti-Width variable track width with automatic load chart selection to suit the actual width selected - from 3.5 metres fully retracted to 5.2 metres fully extended - along with out of level charts for 0.5, 1.5, 2.5 and four degrees as well as full pick & carry capacities.

The new crane also features an improved slewing system with closed loop hydrostatic drive for smoother more precise control and the latest Tadano AML-C Rated Capacity Indicator with the possibility for the operator to set work zone limits for slew angle, height and radius with soft stops as operation approaches these pre-set limits.

The GTC-600-2 is powered by a Tier 4f/Stage IV diesel, while options include a 'Heavy Configuration' with a 12,791kg counterweight package for improved capacities at longer radii. The new crane weighs 45.3 tonnes and can be transported on a single truck in 'ready to work' configuration.

Built at the Tadano Mantis plant in the USA, it will initially only be marketed in North America. Mantis chief operating officer, Reagan Bull said: "Our latest addition to the GTC Series provides incredible value for users. It's the only 60 ton telecrawler that is transported on one truck. The GTC-600-2 will excel in core applications such as bridge/heavy civil, power transmission and foundation construction, while being appealing for general lift crane markets as well."

The new GTC-600-2 at Conexpo - sold to Exact Equipment

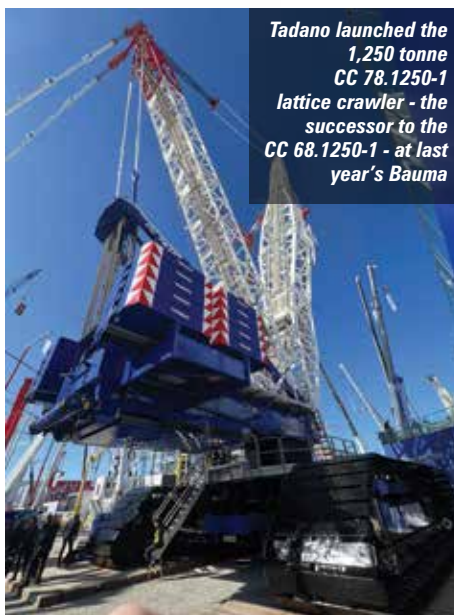


The PVE American CC200

The CC200-1 features a 75 metre main boom and a 48.8 metre luffing jib for a maximum tip height of 123.7 metres.

NEW SANY CRAWLERS

Sany America launched two new crawler cranes - the 300 tonne SCA3300A lattice and 100 tonne telescopic SCA1100TB. The SCA3300A has an 86 metre maximum main boom length and a 42 metre fixed jib. The maximum system length is a 62 metre main boom topped by a 63 metre jib. Features include a new, more comfortable cab, with photochromatic windshield and 20 degrees of tilt, real time centre of gravity monitoring and



Tadano launched the 1,250 tonne CC 78.1250-1 lattice crawler - the successor to the CC 68.1250-1 - at last year's Bauma

LARGER TADANO LATTICE CRAWLER

At last year's Bauma, Tadano launched the 1,250 tonne CC 78.1250-1 lattice crawler, unveiled as the successor to the CC 68.1250-1, but redesigned, upgraded and enhanced for wind energy and heavy infrastructure work. It features a 224.5 metre maximum hook height when equipped with a 15 metre fixed jib, at which point it can handle up to 140 tonnes. It also benefits from a 3.5 metre boom base, with a choice of crawler shoe widths of two and 2.4 metres and dual Mercedes engines.

North American crane rental company Maxim Crane Works ordered the first two cranes, with chief executive Paul McDonnell saying: "We are committed to providing our customers with cutting edge lifting solutions. The specifications of the CC 78.1250-1, including its exceptional lifting capacity and transport efficiency, made it an easy choice for our fleet. We can't wait to have this crane available to work on critical projects."

DUTCH AMERICAN

At Conexpo Dutch manufacturer PVE Cranes, in partnership with its distributor Atlantic Coast Cranes & Machinery, launched a new 200 ton (181.4 tonne) lattice crawler - the PVE American CC200. The new crane combines PVE's European crane platform with a Cummins Tier 4F power, Rexroth hydraulics, advanced telematics and self-assembly systems engineered for North American lifting and transport requirements.



Sany launched its 300 tonne SCA3300A at Conexpo



The 100 tonne SCA1100TB features a five-section, 53.1 metre full power boom



Electrifying

The unplugged series is the most efficient protection for climate and health in the construction business.

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The 100 tonne telescopic SCA1100TB features a five-section, 53.1 metre full power boom which Sany claims is the longest in its class, topped by a 10 to 17.5 metre bi-fold swingaway extension with 30 degrees of offset and a maximum tip height of just over 72 metres. The crane features three track widths, 360 degree surround view monitoring, Cummins power and optional APU. The first unit has been purchased by Bigge Crane & Rigging.

IPS CRANES ACQUIRES AMERICAN

Earlier on we mentioned Link-Belt's extensive history, however, another classic American crane brand is American Hoist & Derrick, which was



An American inspired Terex HC 110

formed in 1895. Acquired by Terex in 1998 it has largely been dormant over the last decade or two. But at Conexpo, it was confirmed that US rail crane manufacturer, refurbishment and re-manufacturing company IPS Cranes had acquired the design rights, technology and product support business for American crawler crane products, along with the Terex-American crawler crane models that followed. The deal includes the cranes and all boom and jib components, but not the third hoist drums and their components. IPS has been producing replacement lattice boom sections for Terex since 2019.

The Terex crane models covered by the deal include the HC50, HC165, HC60, HC165-1, HC80, HC230, HC110, HC275, HC110-1, HC285 and HC120. The original American hydraulic models include the A100HC, HC125, HC150, HC185 and HC210.

In a way, this is a 'coming home' for American, as IPS Cranes was established by Tom Holly in 1988 as a spin-off from American Hoist. He had managed its prototype test division and bought that business out when the American facility closed. In 2001, IPS acquired American & Ohio Locomotive Cranes, and in 2013, built its first new crane. Earlier this year, it



The American Hoist facility in 1895, with one of its first cranes

acquired Markload, a load monitoring system manufacturer.

A BIT OF HISTORY...

Terex acquired American in 1998 for \$27 million from a group of investors who had acquired it in 1985. They decimated the business after closing the American facility and historic base in St Paul, Minnesota where it had been building cranes since 1895, relocating to Wilmington, Delaware, losing almost all of the skills and knowledge of its employees. Production never really got going in Delaware and was moved to Conway, North Carolina, when Terex took over.

The long break in production virtually killed off a once proud name in the crane business. Terex did, however, go on to introduce American inspired hydraulically powered lattice boom models under its own name and had some success, those models are the ones included in this transaction. ■

LAMPSON'S MILLENNIUM 4100

During Conexpo, US crane rental and heavy lift company Lampson International offered tours of its Millennium 4100 Series 2 crawler crane at the TransWorld Manufacturing's yard at the other end of the Las Vegas Strip. As well as seeing the modern take on a classic Manitowoc 4100, visitors were able to chat with Lampson safety/QA director, Bruce Stemp and Travis Cameron, one of the lead engineers involved in the crane's development. The pair explained the engineering behind the crane, providing insights into its design and answering questions.

The crane is based on a Manitowoc 4100 Series 2 crawler crane, which was launched in the late 1970s and featured a maximum boom length of 282ft/86m and a system length of up to 373ft/113.8m with a luffing jib. Maximum capacity was enhanced to 230 tons/209 tonnes and was typically powered by a Cummins NTA-855 diesel. The crane gained a reputation for its reliability and is still well supported thanks to strong demand for replacement parts and services, in spite of it having been out of production for more than 30 years. The original Manitowoc 4100W was launched in 1968, and both models were produced up until the early 1990s.

The new Lampson Millennium 4100 has been thoroughly modernised. It still utilises the original structure but with updated mechanical and safety features. The new powertrain comprises an

environmentally friendly Tier 3/4i Cummins diesel, driving the latest Comer drum planetaries, which increase single line pulls by up to 70 percent with a choice of two rope diameters - 28mm or 32mm.

The slew system has been converted from mechanical to hydraulic drive, while the original hydraulic driven boom luffing hoist has been retained. Operating controls have been updated, with computer enhanced electronic joysticks controlling all crane operating functions - as different from the original as it is possible to get! Oh, and the free-fall hoist control has gone. The control system allows tandem drum operation and is equipped with a standard LSI load monitoring system.

Lampson says: "The crane meets or exceeds the capabilities of all cranes in the 230 ton/200 tonne class, as well as being offered at a more



economical price point". And by using the original Manitowoc Ringer heavy lift attachment, which is still available, the capacity can be increased to 300 tons/272 tonnes. The crane also accepts the Manitowoc Tower attachment.

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“THE LAMPSON”

The first new Millennium 4100 was delivered to Roen Salvage Company in Sturgeon Bay, Wisconsin, who christened it ‘The Lampson’ during the handover ceremony. The crane will be used on complex marine, industrial, and heavy construction projects.

MORE ABOUT LAMPSON

Neil and Billie Jane Lampson established their company Neil F. Lampson, Inc in 1946 as a small crane rental and drayage firm in Kennewick, southeast of Seattle in Washington state. In 1975 they introduced a large, tracked transporter, while the first Transi-Lift crane arrived in 1978. Today the company is run by second generation family member Bill Lampson.

Beyond its crawler crane fleet, Lampson International is best known for its Transi-Lift heavy lift cranes up to 3,000 tons/2,720 tonnes, which compete with the largest crawler cranes on the market, and the small to medium heavy lift machines built by Sarens and Mammoet. It also runs a substantial heavy haulage fleet, including crawler transporters ranging from 400 to 4,000 tonnes and hydraulic platform trailers used to move oversized components across complex project sites.

In addition to equipment, Lampson provides specialised engineering services to support complex lift operations, including lift planning, custom rigging solutions, steel mat rentals, and load testing services. ■



MILLENNIUM 4100 - MAIN SPECS

- Max capacity - 209 tonnes (230 tons)
- Max single line pull main hoist - 25 tonnes (55,000lbs)
- Max single line pull auxiliary hoist - 25 tonnes (55,000lbs)
- Max main boom - 79.2 metres (260ft)
- Max main boom and jib - 70.1m/230ft boom plus 18.3m/60ft jib
- Max rope storage main hoist - 670m/2,200ft of 28mm OR 548m/1,800ft of 30mm
- Max rope storage Aux hoist - 670m/2,200ft of 28mm OR 548m/1,800ft of 30mm rope
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STOP PRESS: NEW TELECRAWLER

Raimondi owned Terex Rough Terrain Cranes, is set to re-enter the telescopic crawler crane market with the 70 tonne TTC 70, designed and built at its Crespellano headquarters in Italy. The move comes almost 14 years after Terex withdrew from this market.

The TTC 70 can handle its maximum capacity at a 2.5 metre radius, or 64.5 tonnes at three metres. The crane has a 36.8 metre four section heavy duty main boom, with 15.6 tonnes capacity on the fully extended boom at a radius of up to eight metres or take 2.2 tonnes to the maximum radius of 34 metres. Load charts exist for superstructure counterweights of 18,000kg or 5,000kg, along with fully retracted or fully

extended track widths and slopes of up to four degrees. An optional eight to 15 metre swingaway with up to 40 degrees of offset takes the maximum tip height to 54 metres, at which point it can lift 3.2 tonnes. The



maximum counterweight is 18 tonnes on the superstructure plus two four tonne carbody counterweights, one at the front and one at the rear.

The crane has an overall stowed width of just under three metres, which extends to a maximum of 4.8 metres. Overall stowed length is 13.6 metres, while the overall height is just over three metres. Total weight without counterweights is 44,500kg, making it relatively easy to transport on two trucks.

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ENGINEERING DRIVEN

Aldercote is probably one of the least known van and pickup mounted lift manufacturers, either in the UK, where it is based or anywhere else. But it could be argued, that over the last few years, it has been the most engineering driven in the industry. Mark Darwin visited the company's head office in Hull, in north east England to find out more.

Founded in 1999 by David and Paul Dillon, Aldercote initially focused on manufacturing aircraft de-icers and washers, not being able to enter the vehicle mounted access market until 2003 when restrictions from the Dillon's previous venture - Priestman Powered Access - had ended.

As an aside... Priestman - founded in 1870 - was a major employer in Hull, and at its peak employed about 1,500 people. The company went on to manufacture excavators, clamshell grabs and cranes both crawler and offshore pedestals. It was acquired by Acrow in 1972 around about the same time it acquired Coles Cranes. Financial difficulties, combined with an industrial downturn pushed Acrow into administration in late 1984. Coles was acquired by Grove and Priestman by Duncan Wordsworth, who also owned Sanderson

telehandlers. The Dillon family went on to build truck and trailer mounted lifts under Powered Access Platforms/Priestman Powered Access names, with the brands and products eventually acquired by Gardner Denver, which exited the market in 2011.

"Apparently there is a story that James Priestman was approached by a guy called Joe Bamford who had a design for a backhoe loader. Priestman turfed Bamford out of his office, saying the concept would never take off...and the rest is history," says Aldercote co-founder and owner Paul Dillon.

Aldercote's first model was the PA128 - a 12 metre van mounted lift aimed primarily at telecommunications work. Designed, manufactured and tested in collaboration with a local subcontractor, the PA128 proved very



reliable from the start and more than 100 were built and sold over the next 10 years or so. However, always trying to improve the product, the company pioneered the use of CAN bus systems for boom controls in 2008 and in 2009 acquired Magglo Composites, allowing fibreglass components to be manufactured in-house.

Its current managing director, Marc Paish, joined the company in 2013, having spent 10 years inventing and building systems to generate power from flowing water.

Speaking of that business, he said: "At one point, we were one of the world's leading companies in this field. Towards the end of the business, we thought of transferring the technology to rivers and were looking for a company to manufacture our hydropower machine design, which we then tested in a river in North Yorkshire."

That manufacturing company was Aldercote, and looking for a new opportunity, Paish joined as a director and shareholder with the idea to update the PA128, which was beginning to look a little dated.



Paul Dillon (L)
and Marc Paish



The VZ range has working heights from 13.7 to 16.3 metres



Good size storage lockers on the CZ range - big enough for a chainsaw

"The more I worked for the company, the more I could see real potential and that I could contribute," he says. "That is when I designed the VZ range, which is still going strong today. Initially, the design was aimed at the five tonne Sprinter chassis, because we thought that it would be a little heavy for a 3.5 tonne, but my experience gained in optimising structures and adopting high strength steels, helped us make the product light enough for the smaller chassis. At that point we had a small technical lead over our main competitors but needed to improve our manufacturing and marketing processes."

"The initial industry reaction to the VZ range was positive, and many thought it interesting and a really good product. Paul had developed a really good control system, which combined with a more refined boom design, and an innovative arrangement of the pedestal and stabilisers made the product ground-breaking."

The end result is that Aldercote now offers a range of van and pick-up truck mounted lifts that are quite different from the rest of the market. Firstly, all use a hybrid electric E-Drive which uses two small car starter batteries to power the platform, and secondly, the innovative superstructure design means the machines are light enough to leave plenty of payload and space.

CURRENT RANGES

Current ranges include the V, VZ and VXZ van mounted platforms, the CZ pick-up mounted lifts, the Trax machines which utilises the CZ booms mounted on Marooka tracked carrier lifts and a Custom service for customers wanting something a bit different.

The V range consists of three models - the V115, 125 and V140 - with working heights of 11.6, 12.5 and 14.3 metres and outreach of up to 8.3 metres, all with a platform capacity of 200kg. They are typically mounted on 3.5 to 7.2 tonne vans.

The VZ range includes the VZ135 to VZ165 with working heights from 13.7 to 16.3 metres with 6.7 to 11 metres of outreach respectively, 200 to 250kg capacity and 410 degrees of slew. The VZX range are designed for 5.2 to 7.2 tonne vans and have working heights of 17.5 metres on the VZX175 and the 18.3 metres VZX180. Outreach ranges from 7.4 to 11 metres.

"Most popular models are the VZ van mounts but the CZ pick-ups - launched in 2024 - are attracting

a lot of interest," says Paish. "Around half our enquiries currently are for CZ models, although it has become difficult to source chassis because single cab Fords and Toyotas are currently not available in the UK."

WHY SO LIGHT?

"All manufacturers struggle to mount a decent sized boom on a 3.5 tonne pick-up - possibly managing 200kg of payload. Most, it not all are stuck at 14 metres working height, however we now have the 16 metre CZ160 and can offer a 450kg payload... and it is hybrid electric as are all our machines. Since 2022, they all run on battery power rather than the PTO. It is all down to the clever design. At its core is the space frame subframe that looks a bit like a pylon and is the most efficient way of resisting and transferring forces. It is very light by removing any material that does not directly transfer the load which is why we can offer 300kg more payload than the competition."

Our lattice subframe design and materials are the lightest in their class," says Paish, "while our unique axle lift stabilisers take all the load off the front wheels, eliminating uncontrolled movements and the risk of damage to the front suspension while increasing stability."

The first CZ unit was the 14.1 metre CZ140, although the latest version has slightly improved specs with a maximum outreach of 6.8 metres a platform capacity of 250kg and 450kg payload. Two larger models have been added - the 15.2 metre CZ150 and the 16.2 metre CZ160 with 7.6 metre and 8.1 metre outreach and 250kg platform capacity. The first CZ160 was delivered to UK Tool Hire last July.

Cargo payload alone is not always the only thing, Arborists for example, are more interested in the size of the storage lockers which are big enough for chainsaws, for example, and offer one cubic metre of storage.

E-DRIVE SYSTEM

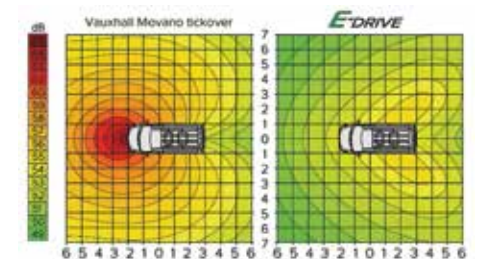
Aldercote's hybrid electric E-Drive system uses battery power for the superstructure, which is re-charged while the engine is idling or when travelling. "The E-Drive uses a permanent magnet electric motor and helical gear pump to control the motor speed to pump only the flow that is required, eliminating waste, which allows us to use smaller batteries as well as finer controls for millimetre accuracy."

"The two Ford Fiesta size batteries are sufficient for up to 20 cycles and recharge quickly when on the road, so there is rarely any need to plug in. Peak noise is no higher than 55dB, which is similar to an office conversation and if the batteries do run flat, just restart the engine and there will be enough power to carry out the work by the time you get into the basket. It is like having an electric PTO with batteries there to provide a power reservoir."

AWARD WINNER

At the end of 2024 Aldercote introduced a line of van mounted lifts designed without stabilisers, winning 'Product of the Year' at the 2025 IAPA awards.

The VZ 140 Neo on a 'Jackless Transit' has a working height of 14.0 metres with an outreach of up to 8.4 metres and a platform capacity of 230kg. Total weight is under 600kg, so leaves 800kg payload when mounted on a typical 3.5 tonne front wheel drive Ford Transit, and 400kg gross on an EV making a 3.5 tonne full electric E-van mount a viable proposition. The van uses a pedestal that directs the load path to four reinforced points on the vehicle, saving space and weight. The whole pedestal weighs only slightly more than the slew ring at 50kg.



The E-Drive system means peak noise is no higher than 55dB - here compared to a diesel engine pickup truck

NEW DEVELOPMENTS

"There is so much opportunity left in the van mounted market, and we have plenty to be getting on with without looking at other types of equipment. But we are interested in a 25 metre 3.5 tonne truck mounted lift," says Paish. "The more progress we make with the van mounts, the more resources we have to grow the company."

"We have recently developed 'gradient sensitive outreach' - a robust system for measuring pitch and roll of the chassis and also the orientation of the boom. This means it can allow more outreach

Aldercote's 'Jackless Transit' won the Product of the Year at the 2025 IAPA awards



as previously it had to assume the chassis was in its worst position. The system was developed in-house and will make a big difference to the Jackless machines. Following customer requests,



we have also developed a new aluminium basket - rather than fibreglass - for all our platforms."

The company is in the process of opening Aldercote Ireland, just north of Dublin and building



its first VZ Neo machines, first seen at Vertical Days last September. The machine breaks new ground in terms of payload.

"The new VZ140 Neo for example is 100kg lighter than the VZ135 and has an extra 400mm of outreach and when paired with the Jackless transit conversion offers more than 650kg of payload."

"I think the UK van and pickup market typically averages around 1,000 machines a year. Our aim over the next few years is to become the market leader with about half that number. After that we hope to export more." ■

PALFINGER SWITCHES FOR THE LONG TERM

In March, Austrian truck mounted lift and loader crane manufacturer Palfinger confirmed the appointment of APS as its distributor for truck mounted work platforms in the UK. The move from former distributor CPL, part of the Klubb group, is said to be part of the manufacturer's 2030 strategy, which defines aerial lifts as a 'core pillar' product, alongside loader cranes.

Until now many thought that Palfinger's heart was not in the aerial lift business that it entered in 2004 through the acquisition of German truck mounted lift manufacturer Bison Stematec, followed by the takeover of Wumag Elevant in 2008 and Italy's Sky Aces in 2013. It then seemed to lose interest dropping out of the spider lift market and many thought it would quit access altogether. But no, some 13 years later, it says it is genuine.

The APS appointment, is just one of the signs that it is getting serious, managing director Andy Bray said: "The 3.5 tonne



Andy Bray

truck mounted platform market is evolving rapidly - but specification alone is no longer enough. The latest Palfinger TEC range maximises performance within the constraints of 3.5 tonne chassis."

"The use of high strength, lightweight steel has improved outreach and payload, while hybrid and electric drive options and a 28 metre working height are all advances on the four model line-up. However, in today's market, the true differentiator lies in how they are supported, which is why we launched Platform Service & Repair (PSR)."

"These days, remote diagnostics, service engineer expertise all help improve first-time fix rates, maximising fleet availability, essential in a market with rising expectations and tighter

Palfinger PT25TJ



margins. This is almost more important than how much a machine costs or its on-paper performance."

VERSALIFT'S V-RANGE

Time Versalift has launched an all-new, modular range of 3.5 tonne truck mounted lifts - the 'V-Range' - for sale throughout Europe. Branded as Versalift or France Elévateur depending on the market, the seven models offer working heights from 17 to 27 metres and are installed on a standard 3.5 tonne chassis. The new units are set to be rolled out throughout this year.

Models include the 17 metre V-170 telescopic, 20 metre V-200 telescopic, 20 metre VA-200-F articulated with jib, 23 metre V-230 telescopic, 24 metre VA-240 articulated, 25 metre V-250-F telescopic with jib and the 27 metre V-270 telescopic.

All are equipped with a common proportional control system, as well as hydraulic and electrical architecture, and standard 'Real Time Connect' telematics.

The company says the level of standardisation is such that it substantially streamlines operator training, maintenance and fleet management, while reducing spare parts holdings and technician training requirements. At the same time, the standard telematics suite provides remote monitoring, fault detection and troubleshooting to help minimise downtime.



The new 20 metre V-200 is one of the new V-Range of 3.5 tonne mounted lifts from Time Versalift



GSR'S NEW B140TJV

GSR has launched the new B140TJV, a 3.5 tonne van mounted lift with a maximum working height of 13.77 metres, a maximum outreach of 8.85 metres with a 120kg in the platform, while the maximum capacity is 230kg.

Tailored to the UK markets, one of Europe's largest, the new model is said to be ideal for working in tight urban spaces such as historic city centres with narrow streets, pedestrian areas and tunnels and can be customised to suit particular applications.



GSR's B140TJV

NEW MODELS AND FINANCIAL RESTRUCTURE FOR KLUBB

French vehicle mounted lift manufacturer Klubb has launched a new 28 metre truck mount and 17 metre van mount, both on 3.5 tonne chassis, and has had to restructure its business.

The new 28 metre telescopic truck mount - the PT 280 - has been developed jointly by Klubb group's French and Italian engineering teams and is mounted on a 3.5 tonne Mercedes Sprinter chassis. It features a five section boom and pedestal mounted basket, providing a maximum working height of 28 metres with a maximum platform capacity of 250kg/two operators, while the maximum outreach is 17.5 metres over the rear with 80kg in the platform, or 13.4 metres over the side.

The unit has a remote controller with a locking platform bracket, and features a 4.3 inch colour screen that provides real time information, fully proportional controls and simultaneous multi-function operation. The lift will make its public debut at Apex in June, while production is scheduled to start in October with deliveries expected by year end.

NEW VAN MOUNT

The new 17 metre KL17P van mount has a new lightweight three section telescopic boom, with internal hoses and cables, topped by an articulating jib giving a maximum outreach of 10.5 metres with 80kg in the platform or 6.6 metres with its maximum platform capacity of 250kg/two

people, with a standard 1kV basket/bucket. Overall weight is 3,100kg with a full tank of fuel. Standard features include a 4.3 inch upper control display, anti-collision system and automatic stabiliser set-up and levelling. Slew is 420 degrees.

Among the options is a 'Green Pack' that is essentially a battery power pack for the superstructure that allows the platform to be operated with the engine off and is recharged/topped up between stops. Production of the new van mount has already started at Klubb's plant in Ferrières-en-Brie, France, with the first domestic and international shipments due to start shortly.

COMPANY RESTRUCTURING

In February, the Klubb group filed a judicial rehabilitation request to allow a formal financial



The new Klubb KL17P

restructuring process which typically lasts from 12 to 18 months. The restructuring is limited to the following four entities in France - Klubb Group and its subsidiaries Klubb France, Klubb sarl and Klubb Engineering. The other businesses in the wider group are not affected or part of the proceedings.

The company said: "This process is intended to facilitate discussions to implement a restructuring of the group's liabilities and sustainably strengthen its financial structure. It follows several years of inflation, shifting demand patterns, and significant tensions across industrial supply chains, although our order book is strong, and business is currently very positive. The reorganisation measures have though, proved necessary to support our ongoing growth."

"The group's operations are continuing as normal, and we intend to continue to honour all of its clients' orders. Management is approaching this phase with confidence and determination. Our objectives are clear: preserving jobs, strengthening the group's competitiveness through an ongoing performance improvement plan, and creating the conditions for sustainable long-term development."

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

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TRAILER CUSTOMISATION

THE KEY

Safely and efficiently transporting equipment, materials and components to and from their point of use is an essential part of the process for equipment owners or users, whether they are rental companies, in-house equipment departments or owner operators. Here we cast our eye over some of the latest trends, developments and new products.

In recent years, trailers have become far more customised to the needs of a specific product or range of equipment from spider lifts and cranes, scissor lifts and telehandlers, right up to wind turbine blades and even boats. Most forms of transportation are manufactured and sold by specialist companies, however, there has been a growth in equipment manufacturers offering their own customised transport solutions - both trailers and trucks - as part of their overall equipment package.

CUSTOM TRUCKS

While custom trailers for work platforms have been around for two or three decades, the past few years have seen a growing number of equipment manufacturers adding customised trailers and even trucks to their product lines designed to carry their products efficiently and safely. For equipment such as spider lifts, this can offer a neat and efficient solution, even eliminating



the need for ramps for loading and unloading. Spider lifts, by their nature are narrow and top-heavy and therefore not very stable when moving in their narrow track transport mode.

Several manufacturers already offer this solution. German spider lift manufacturer Teupen - now part of American group Altec - has been offering customised truck chassis for some of its spiders for many years. It also offers lightweight trailers allowing certain lifts to be towed by a 4x4 or pickup truck. It introduced the idea of high and wide jacking with the outriggers, which not only provides a greater levelling capability on slopes, but also allows the lift to be jacked high enough for the delivery truck to be reversed underneath for loading/unloading.

Another spider lift manufacturer - CMC - also offers this benefit, and in North America it offers a range of custom trucks called Tracked Lift Truck Mounts to transport its Arbor Pro models,

allowing them to operate both as a self-propelled lift or as a truck mounted lift. This dual functionality increases the versatility of the equipment while reducing investment and running costs. CMC says that the set-up is more cost effective than purchasing a specific boom truck or truck mount, for example.

The truck mounted spider lift can self-load and unload from the truck chassis - such as a modified Ford F550/F600 - by deploying its outriggers and raising its tracks off the truck bed - negating the usual potential loading and unloading incidents. CMC spider lifts up to 33 metres can be transported this way. The system also provides the option of using the lift whilst still on the back of the truck. Before you scream unsafe, it is technically not on the truck bed, it is jacked slightly clear of the bed after the tie downs are removed. An added safety feature is that the operator has no need to climb up and down from the truck deck.



The Spider Ops Spider 600 trailer can carry spiders up to 3,050kg/25 metres



Teupen has been offering customised truck chassis for some of its spider lifts for many years



CMC's Tracked Lift Truck Mounts can transport its Arbor Pro models

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A custom built trailer for the Maeda MK3050-C - fully enclosed if required - can be supplied by Hazlewood Trailers



The new Böcker AHK 36e X

CUSTOM TRAILERS

An increasing number of manufacturers of smaller equipment that is light enough to be towed - such as sub-compact telehandlers, spider cranes and spider lifts, as well as small boom lifts and pick & carry cranes - are offering customised lightweight trailers so that equipment can legally be towed behind a 4x4, van or pick-up. In much of Europe, the maximum weight of the trailer and equipment must be less than 3.5 tonnes. Other parts of the region are slightly different in that a Licence B+ or BE is required if the combined weight of the car and trailer exceeds 3,500kg. With BE, you can generally tow up to 3,500kg behind the vehicle. The standard B License only enables the driver to tow a trailer up to 750kg, provided the combined Maximum Authorised Mass (MAM) of the car and trailer does not exceed 3,500kg. And while not a law, it is recommended to keep the loaded trailer weight under 85 percent of the vehicle's rated towing capacity.

In North America, the bands are generally much higher depending on the vehicle. A Mid-Size (Class 1) truck such as a Chevrolet Colorado, has a towing capacity of 7,700lbs (3.5 tonnes), whereas Ford claims its F-450 Super Duty truck (Heavy-Duty Class 3/4) - can haul up to 40,000lbs (18.1 tonnes) although this is only possible with a gooseneck hitch and high output diesel engine.

Dutch tracked boom manufacturer Hyrax, for example, offers an easily transportable aerial work platform - the 12.6 metre working height Hyrax 27.12 which weighs less than 3,000kg - on its braked trailer, the total weight not exceeding 3,500kg. The company says that it has several trailers in its product range that fall well within this limit and that there is even spare capacity to carry extra work equipment or materials needed for the job.

Spider cranes with capacities up to about three tonnes can also be carried on trailers. The three tonne capacity, 16 metre maximum lift height Hoefflon C6 which weighs 2,850kg can legally be towed by a 4x4 as its combined weight with trailer is less than 3,500kg - with the right trailer of course. The same applies to the popular 3.2 tonne Jekko SPX 532.2 CDH, which weighs 2,750kg. In the UK, the new Maeda MK3050-C can be supplied with a dedicated custom-built trailer supplied by Hazlewood Trailers.

For equipment weighing more than 3,000kg and too heavy to be transported on a trailer, a larger vehicle such as a 7.5 tonne beavertail or tilt back truck is often the vehicle of choice, although this comes with additional cost and lack of flexibility.



The Midi crane ready to tow to site

In North America, CMC offers a Dual Axle Steel Trailer using two 6,000lb (2.7 tonne) capacity torsion axles. The trailer can be derated to 9,990lbs (4.5 tonnes) GVW in order to meet Department of Transport rules and regulations. This heavy duty trailer is equipped with electric, self-adjusting brakes on both axles. Long aluminium loading ramps make it easier to load the tracked lifts onto the trailer safely and quickly. The trailer weighs just over 930kg, whereas the company says, "other trailers can weigh from 1,500kg to 1,750kg, which generally requires a CDL Class A license, which is expensive and difficult to obtain".

COMBINED EQUIPMENT TRAILERS

Of course, several types of lifting equipment such as trailer cranes, self-erecting tower cranes or trailer lifts include their own in-built trailer transport. German crane and hoist manufacturer Böcker, for example, recently launched its new 1.5 tonne - with a 2.4 tonne option - electric powered trailer crane, the AHK 36e X, with hydraulic jib in a total package weighing 3,500kg.

The new chassis design includes an improved outrigger setup with auto levelling and sensing, which increases the working slope angle at the rear by 25 percent, while also providing greater ground clearance when stowed for transport.

Self-erecting tower cranes - very popular in parts of mainland Europe - also have a built-in trailer system. Cranes such as the trailer mounted MiDi LS15.17A-RD from Spain are starting to make inroads into a wider range of markets. The crane has an overall width on the road of 2.2 metres, an overall length of 10 metres over the tow bar, and an overall height of 3.2 metres. Total weight is 3,500kg, allowing it to be towed behind a 4x4 or pickup truck.

NEW TRAILERS AT ARA AND CONEXPO

The increasingly popularity of trailer and aerial lift packages was a very noticeable at the two American shows last month, especially the ARA



MEC's purpose-built trailer and 34J boom combination at the ARA



show which appeals to small to medium rental companies. The product that particularly stood out was a purpose built trailer and 34ft self-propelled telescopic boom lift combination from California

based manufacturer MEC which teamed up with locally based Premier Trailer Mfg. The 34J weighs 3,900kg and the combination is light enough in most states to tow behind a typical half ton and three quarter ton capacity pickup truck.

Another interesting looking package came from the new American subsidiary of Italian truck and spider lift platform manufacturer Cela. Its DT Trailer 80 combines the North American version of its 24 metre DT25 spider lift, which weighs 2,900kg, and also has the ability to lift itself clear of a truck or trailer bed, with an unusual single axle trailer, allowing it to be towed by a typical North American pick up truck.

LARGER TRAILERS AT CONEXPO

At the other end of the scale are the trailers and self-propelled heavy-duty modular transporters (SPMTs) designed to move larger, heavier and bulkier loads. Introductions at Conexpo last month included Goldhofer's PST/SL-E Split, designed for ultra heavy loads, featuring a hydraulic widening system that increases track width for improved stability and versatility. It offers axle loads of up to 45 tonnes, hydraulic axle compensation and 270 degree electronic multiway steering for manoeuvring in tight spaces. The module can be hydraulically split longitudinally for widths from three to 5.1 metres, with an option to extend as wide as 6.8 metres. It can also be paired with Goldhofer's high output power packs with outputs of up to 390kW to provide the hydraulic and electric power for the widening system and traction.

Faymonville, which recently acquired Italian material handling manufacturer Morello, launched its Max Trailers for the North American market in the form of the single drop trailer Max110 SD140 and the Max510 LD140 - a three axle, steerable double-drop low-deck trailer engineered for transporting tall or oversized freight that would otherwise exceed standard height restrictions.

Nelson Manufacturing unveiled a West Coast Crane Boom Dolly with axle spacing optimised for the Californian market, equipped with a trailing rear axle for a shorter turning radius. The updated model includes an airbag boom tower support system, allowing for controlled movement of the tower to facilitate safe boom connect and disconnect operations. The company also showed its updated BLXLT line of boom launch trailers at the show. This updated design is available in tri-axle, quad axle and 2+2 axle configurations. An optional front jeep may also be added.

Kansas based Landoll unveiled the 850XT Extendable Detachable Trailer, which the company says is the "most versatile extendable detach trailer it has ever produced." The 850XT is available in 48ft (14.6m) and 53ft (16.15m) configurations, featuring an extendable lower deck with various locking positions - closed, mid-extension and fully extended - that quickly adapt to changing load requirements. This flexibility allows operators to handle oversized and heavy equipment without the delays and complications of switching trailers, reducing downtime and increasing productivity.

A Goldhofer PST/SL-E



The Landoll 850XT is available in 48ft (14.6m) and 53ft (16.15m) configurations, featuring an extendable lower deck with various locking positions

The 850XT shares features from the current Landoll 800 series and provides a loadable low deck height all the way to the rear bumper with ride height adjustments in the gooseneck and rear trunnion.

LOW HEIGHT AND CAPACITY

In the UK, heavy transport specialist Collett & Son has taken delivery of four Goldhofer Stepstar step frame trailers - two three axle and two four axle units. The trailer beds extend to 16.14 metres and include 10 x 10 tonne lashing points with twistlock securing points. The three axle trailer has a 52 tonne payload while the four axle unit can handle up to 62.5 tonnes. Additional features



Collett has taken delivery of four - two three axle and two four axle - Goldhofer Stepstar step frame trailers

include side extensions up to three metres and drop down rear landing legs.

SPECIALISED TRAILERS

For something a bit more unusual... Boat Lift - which has offices in Italy, the US and Dubai - manufactures travel lifts, gantry cranes and self-propelled trailers for lifting and moving boats up to 1,500 tonnes. ■



Italian company Boat Lift offers a wide range of lifting and moving solutions for boats

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cranes & access SOURCE GUIDE

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



MOBILE CRANES



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

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CRAWLER CRANES



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



TOWER CRANES



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



LOADER CRANES



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



BOOM LIFTS



Manufacturer	Origin	Website	Mast boom	Telescopic boom	Articulated boom	Semi self-propelled
Aichi	Japan	www.aichi-corp.co.jp		■		
Airo	Italy	www.airo.com	■	■		
Anson	China	www.ansonmachines.com			■	
ATN	France	www.atnplatforms.com	■			
Bil-Jax	USA	www.haulotte-usa.com				■
CFMG	China	www.cncfnglift.com	■		■	
Chen Lift	China	www.chenliftplatform.com		■	■	
Dingli	China	www.cndingli.com	■	■	■	
Dinolift	Finland	www.dinolift.com				■
Eastman Heavy Mach.	China	www.eastmanhm.com	■	■	■	
ELS Lift	Turkey	www.elslift.com	■	■		
Ever Star Machinery	China	www.everstarmachinery.com		■	■	
Farone	Italy	www.faraone.eu	■			
Fronteq	China	www.fronteqlift.com	■		■	
Gantic	Norway/Spain	www.gantic.no		■	■	
Galen	Turkey	www.galenequipment.com		■	■	
Genie	USA	www.genielift.com	■	■		
GMG	China	www.globalmachineryinc.com	■			
Goman	China	www.gomanlift.com	■		■	
Haulotte	France	www.haulotte.com	■	■	■	■
Hematec	Germany	www.hematec-arbeitsbuehnen.de	■			
Helix/Gefas	Germany	www.gefas-rossla.de	■			
Hered	China	www.hered-lift.com	■	■	■	
Imer	Italy	www.imergroup.com			■	
Italift	Italy	www.italift.it	■		■	
JCB	India	www.jcb.com		■	■	
JCHI	China	www.jchic.en.ecplaza.net		■		
JLG	USA/Belgium	www.jlg.com	■	■		
Jovoo	China	www.jvoolift.com	■	■	■	
King Lift/Quiyn	China	www.qiyunlift.com	■	■	■	■
Kreitzler	Germany	www.kreitzler.de		■	■	
Leguan	Finland	www.leguanlifts.com				■
LGMG	China	www.en.lmgm.com.cn		■	■	



BOOM LIFTS CONTINUED



Manufacturer	Origin	Website	Mast boom	Telescopic boom	Articulated boom	Semi self-propelled
Lift-A-Loft	USA	www.liftaloft.com	■			
LiuGong	China	www.liugong.com		■	■	
Magni	Italy	www.magnith.com	■	■	■	
Manitou	France	www.manitou.com	■	■	■	
Mantall	China	www.mantall.com	■	■	■	
Matilsa	Spain	www.matilsa.it			■	■
MEC	USA	www.mecawp.com		■	■	
Mecaplus	Spain	www.mecaplus.es		■	■	
Mote Lift	Turkey	www.motelift.com		■	■	
Nagano	Japan	www.tadano.com		■	■	
Niftylift	UK	www.niftylift.com		■	■	■
Paus	Germany	www.paus.de				■
PB Liftechnik	Germany	www.pb-arbeitsbuehnen.de	■		■	
Rees Lift	China	www.reesindustries.com	■			
Runshare	China	www.runshare.net		■	■	
Sinoboom	China	www.sinoboom.com	■	■	■	
Skyjack	Canada	www.skyjack.com		■	■	
Snorkel	UK/USA	www.snorkellifts.com	■	■	■	
Sunward	China	www.sunward.eu			■	
Tadano	Japan	www.tadano.com		■		
Terlion	China	www.terlion.com	■			
Toucan	France	www.jlg.com	■			
Uzmanlar Platforms	Turkey	www.uzmanlarplatform.com		■		
XCMG	China	www.xcmgeu.com	■	■	■	
Yamei	China	www.scissorliftfactory.com		■	■	
Zoomlion	China	www.zoomlion.com	■	■	■	



SCISSOR LIFTS



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



TRACKED LIFTS



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





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APEX #320

A collection of Skyjack boom lifts and scissor lifts. One large boom lift is in the foreground, and several smaller ones are in the background. The lifts are orange and grey.

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VEHICLE MOUNTED LIFTS



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





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LOW LEVEL LIFTS



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



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PERFORMANCE

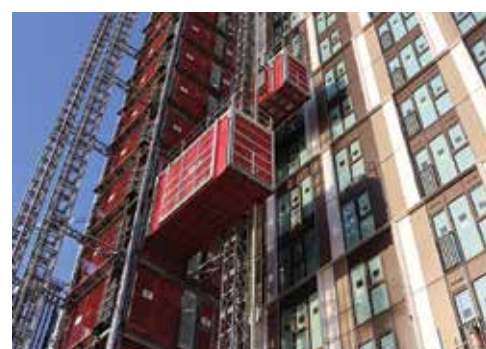


LIVE LOAD DIAGRAM

TELEHANDLERS



Manufacturer	Origin	Website	Compact	Fixed frame	360 degree	Heavy duty
Ace Cranes	India	www.ace-cranes.com				
Amkodor	Belarus	www.amkodor.by				
Ausa	Spain	www.ausa.com				
AXCS Equipment	USA	www.axcs.com				
Bobcat	France	www.bobcat.com				
Case IH	USA	www.caseih.com				
Caterpillar	Belgium	www.cat.com				
Claas	Germany	www.claas.co.uk				
Deutz-Fahr	Germany	www.deutz-fahr.com				
Dieci	Italy	www.dieci.com				
ELS Lift	Turkey	www.elslift.com				
Everun	China	www.everun.com				
Equipter	USA	www.equipter.com				
Faresin	Italy	www.faresindustries.com				
Foxx Loader	USA	www.foxxloaders.com				
Gehl	USA	www.gehl.com				
Genie	Italy/USA	www.genielift.com				
Giant	Holland	www.tobroco-giant.uk				
Haulotte	France	www.haulotte.com				
Heli	China	www.helichina.com				
Hidromek	Turkey	www.hidromek.com				
Jakob Fahrzeugbau	Switzerland	www.jakobfahrzeugbau.ch				
JCB	UK	www.jcb.com				
JLG	USA	www.jlg.com				
Kramer (Wacker Neuson)	Germany	www.kramer-online.com				
Kubota	Japan	www.ke.kubota-eu.com				
Landoll	USA	www.landoll.com				
Liebherr	Germany	www.liebherr.com				
Linde	Germany	www.linde-mh.co.uk				
LGMG	China	www.lgmglifts.com				
Magni	Italy	www.magnith.com				
Manitou	France	www.manitou.com				
Maverick	USA	www.maverickmth.com				
Merlo	Italy	www.merlo.com				
MST	Turkey	www.mst-tr.com				
New Holland	Italy	www.agriculture.newholland.com				
Noblelift	Malaysia	www.noblelift.com				
Pettibone	USA	www.gopettibone.com				
Rhinoceros	China	www.rhinoceros-equipment.com				
Saez	Spain	www.saezkulevincleri.com				
Sany	China/Germany	www.sanyamerica.com				
Sennebogen	Germany	www.sennebogen.com				
Skyjack	Canada	www.skyjack.com				
Skytrak	USA	www.jlg.com				
Snorkel	UK/USA	www.snorkellifts.com				
Sunward	China	www.sunward.com.cn				
Thaler	Germany	www.hoflader.com				
Quimo	Germany	www.quimo-gmbh.de				
Vanse	China	www.vansemac.com				
Wacker Neuson	Germany	www.wackerneuson.com				
Weidemann	Germany	www.weidemann.de				
XCMG	China	www.xcmgeu.com				
Xtreme	USA	www.xmfg.com				
Zeppelin	Germany	www.zeppelin-cat.de				
Zoomlion	China	www.zoomlion.com				



LIFTING GEAR



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

MASTCLIMBERS & HOISTS



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



GLASS HANDLING & TRACKED CARRIERS



Manufacturer	Origin	Website	Glass Handling	Tracked Carriers
Aconda/Tracked Carriers	England	www.aconda.com		
Almac	Italy	www.almac-italia.com		
Bailey	USA	www.baileycranes.com		
Befard	Poland	www.befard.pl		
Ci.erre/Scalaeree	Italy	www.scaleaeree.com		
Crocodilla	UK	www.crocodilla.co.uk		
Dingli	China	www.dingliglobal.com		
GGR	UK	www.ggrgroup.com		
Golia	Italy	www.golia.net		
KS Robots	Germany	www.ksschuiten.com		
Oscar - GGR Group	UK	www.ggrgroup.com		
Platform Basket/ Elma	Italy	www.elma-italy.com		
Quattrolifts	USA	www.quattrolifts.com		
Smart Group	Denmark	www.smart-group.dk		
Smartlift	Denmark	www.smartlift.com		
Uplifter	Germany	www.uplifter.com		
Winlet	Denmark	www.gmvas.dk		



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<https://vertikaldays.net/event-info/visitor-registration>





Snorkel stand



EuropeLift stand

CLASH OF THE TITANS

This year, for the first time in living memory, the American Rental Association held its annual convention and trade show during the same week as Conexpo. Conexpo shifted forward a week or so compared to its usual dates, while the ARA moved from its regular mid-February slot to the first week of March. Both changes created the clash, and as both shows are scheduled more than three years in advance, it's hard to believe this was an accident... but what do we know?

When planning our show manning rosters, we faced two issues: One was the high cost of everything in the US these days, especially in Las Vegas, while some team members were nervous about visiting the US, having seen news coverage of ICE rounding up foreigners and reports of immigration control checking visitors' social media posts at airports. So we decided on a substantially reduced team this year, cutting back from the six at Conexpo 2023 to three this year. And this year we had to manage two shows in the same week in different parts of this big country. We agreed that one of us would go to Orlando for the ARA, before moving on to Las Vegas, while the other two team members would fly directly to

Conexpo to set up our booth. Leigh Sparrow drew the short straw, his brief review of the ARA follows...

My journey started on the Saturday, departing for Gatwick airport before dawn, for a nine hour flight to Orlando for the ARA, followed late on Monday night with a five hour flight to Las Vegas, in time for the Conexpo opening on Tuesday morning. Was it all worth it? Absolutely! The ARA is always a good event. It's not too big but is always packed with content and real life buyers, tyre kickers are as rare as hen's teeth. On top of that, at least a dozen lifting related ARA exhibitors were not at Conexpo, including Haulotte, JCB, Dinolift, Niftylift, CTE, GMG, and Cela to start with.



Nifty TL40

The show revolves around the ARA members, many of them small to medium sized rental companies or 'Mom & Pop stores' as they call them, that still proliferate in North America, no matter what the big boys tell you. It is always a great opportunity to gauge the mood from the street and catch rising trends and attitudes, with none of the big ego baggage of the mega shows. Yet the ARA is no small local event, and you overlook the convention at your peril, with its numerous hard-nosed presentations, as well as all the events and meetings that are held alongside.

If you were to ask me what single thing made an impact this year, I would say it was the rising focus on economic aerial lift transport. Trailers that are pulled behind pickup trucks have always been a key form of transport for smaller rental houses or small contractors, but what caught my eye this year was the number of manufacturers offering aerial lift & trailer packages. Are spider lifts and custom trailer combos taking over from trailer lifts? Possibly, despite the massive cost differential.

Another point that caught my eye was that every scissor lift manufacturer displayed 'step-up' platforms offering around 500mm of extra height, and the ability to poke through a false ceiling tile. The best one at the show? Possibly the MEC, which folds neatly away and has some nice design detail. MEC has applied for a patent, although some big players tend to ride roughshod over smaller companies' patents.

And finally, every show these days sees the appearance of a new Chinese telehandler manufacturer, and the ARA was no exception. Foxx loaders had a compact unit on display, while new name Maverick showed two models, a compact and a 4,500kg/17.5m model.



The Skyjack stand including the SJ45AJN

KEY EXHIBITS

Hungarian manufacturer EuropeLift chose the ARA for the launch of its new 13 metre 3623AT trailer lift - TM13GT in Europe - with seven metres of outreach. The company sold its first lift to the USA in 2023, and is now one of its best markets.



EuropeLift

The MEC stand was packed full of detailed design introductions and new products, from magnetic gate closing to a new secondary guarding system, along with new scissor and mast models, and a very clever trailer for its 34ft 34J boom lift.



LiftSmart launched the CL Series

Cela created a good deal of interest with its 24 metre DT80 Trailer package, with an unusual single axle trailer.

CMC also introduced a spider lift/trailer combo package, with its 27m/90HD+, but with a more traditional twin axle trailer.

Haulotte's Optimum 8/1931 with 'Extra Step' option, adds almost 500mm extra reach.

Niftylift showed its 40ft telescopic trailer lift however it might have benefited from showing an HR12 boom lift/trailer package?



Cela DT80 Trailer



Tuff Built stand

Something different on the Tuff Built stand was the 4x4 skid steer self-propelled Eco, which offers two mobile anchor points for those working at heights of up to 12 metres, but not from a platform. It also has a trailer package - of course.



GMC 48 SJ-XC

Skyjack launched a new 45ft narrow aisle electric boom lift, the SJ45 AJN or SJ45 ARJN with rotating jib, and showed all of its new scissors.



A new Maverick MVT7.22 telehandler

CMC showed its 27m i27/i75 insulated spider lift, originally conceived for the US market.

LiftSmart started out at the 2011 ARA, 15 years on it launched the CL Series, a compact material lift with capacities from 158kg to 227kg and lift heights up to 3.7m/12ft.

The Ballymore RT-PLD-5K self-propelled portable loading dock has a 1.9m x 1.5m deck with a 2.25 tonne lift capacity to a height of 1.42 metres.

GMG had a packed stand, but the key new product was the 48ft 48 SJ-XC telescopic boom lift with 454kg unrestricted platform capacity.

Imer showed a spider lift chassis with a concrete pump in place of the usual boom and platform.

Nunn Manufacturing's self-propelled Hi Rider scaffold tower base was different.

Magni had an RTH13.85 on display, sold to Lift Works.

Tiresocks, like many other companies, emphasised the growing demand to protect against objects falling from the platform.

LGMG had a large, impressive stand, but is not selling its lifts in the USA at the moment due to punitive tariffs on its Mexican built products. President Craig Paylor explained how the company is changing key material suppliers to overcome the issue. ■



LGMG stand



Haulotte's Optimum 8/1931 with 'Extra Step' option



CONEXPO 2026

Conexpo 2026 was surprisingly buoyant, given the current tariff-laden global economic situation, and even appeared to be a little busier than the last Conexpo in 2023, with a positive vibe from US visitors all busy responding to the massive infrastructure construction work now coming on stream after several years of planning.

Manufacturers - both old and new - also stepped up to the mark with a good selection of new and updated models. Highlights included Grove's all new 700 tonne GMK8700 All Terrain, MEC and Sany's new carry deck cranes, Xtreme's mega quad track Trakzilla back again and a surprise spider crane... as well as loads of new models and several new aerial lift companies including Terlion, Anson and Inlifts adding mast lifts, scissors, articulated booms and spider lifts.

From a visitor's point of view, Conexpo is not the easiest show to navigate. The Festival Lot, where most of the cranes, platforms and telehandler stands are located, is remote from the rest of the sprawling event, and during busy show periods it can take 30 minutes or more using the shuttle buses to travel from one area to another. The illogical hall layout could also be improved.

Having said all that, it was good to see an exhibition with a minimum entry fee of \$295! busy. The organisers claim the show attracted 140,000 visitors from 128 countries. Slightly higher than Conexpo 2023's record 139,000, but the number of countries represented was down from 133, perhaps due to the government's new entry policies?

There were also 400 fewer exhibitors - 2,000 rather than 2,400 - but you would be pushed to tell the difference as the halls and outside areas generally appeared full, although there were a few empty spaces. It was also a major talking point that the ARA show in Orlando, Florida, was held the same week, with several access companies choosing to attend just one of the two. Conexpo 2029 has moved a week later and will take place on the 13 to 17th March possibly to distance itself

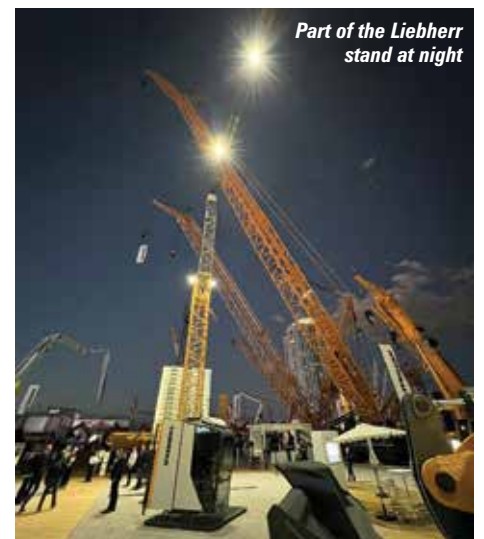
a bit more from the ARA, which is a big event for aerial lifts, telehandlers and spider cranes. It will also return to its usual mid-February schedule.

SHOW HIGHLIGHTS

There were far too many interesting and new models on display to cover in this pictorial review. However, over the coming C&A issues, we will delve into these in more detail. Hopefully, this extended photo review will at least provide an impression of the show highlights. ■



Jekko's impressive stand



Part of the Liebherr stand at night



Tadano (Oil&Steel) showed this AL68 spider lift



Paus PTK 31 trailer crane



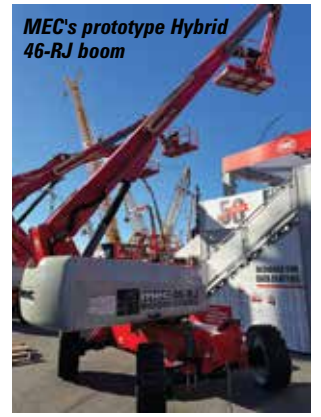
JLG showed an 86ft prototype telescopic boom lift, the 860SJ+



Kobelco CKE1100G-3 sold to Maxim Crane Works



LGMG M2530SE mast lift



MEC's prototype Hybrid 46-RJ boom



Link-Belt's new 160 tonne TCC-1800 telescopic crawler crane



Merlo had a wide range of telehandler attachments including this pipe handler



Latest Sinoboombasket



Part of the impressive Tadano stand



Michel Denis, president and CEO of Manitou, paying a tribute to Marcel Braud, the founder of Manitou who died this year

Marcel Braud
Founder of Manitou
1932 - 2026



Sany is ramping up its telehandler range



Sinoboomb scissors



Tadano access equipment



Skyjack showed this new Panel Carrier carrying up to 1.2 x 3.7m panels on its slab scissors



Visitors finding shade under a Liebherr crawler crane



Tadano's branded Valla, Nagano and Oil&Steel products



Stros passenger lifts



Star of the show - The impressive 700 tonne Grove GMK8700 All Terrain crane



The cab of the Grove GMK8700 All Terrain crane



The SpyderCrane Unic stand



Uwe Strotmann of Ruthmann



Merlo was not showing anything brand new but had an impressive stand



XCMG XCA275 U All Terrain and Rough Terrain cranes



LGMG H1256 and H1840 Pro telehandlers



XCMG booms including the 85ft XGS85J2



Sany's new SCD150 carry deck crane on the Bigge stand



Zoomlion 150 ton ZRT1500V643A with a 250ft boom and jib combination



Link-Belt stand with the 300ATT



Aconda tracked carriers



Rinoceros KS627 mini telehandler



Vita Industrial load manipulator



The Sunhunk loader crane stand with the new 24tm K268

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Sennebogen 360G telehandler



Rear view of the new 700 tonne Grove GMK8700



Sampson rope stand



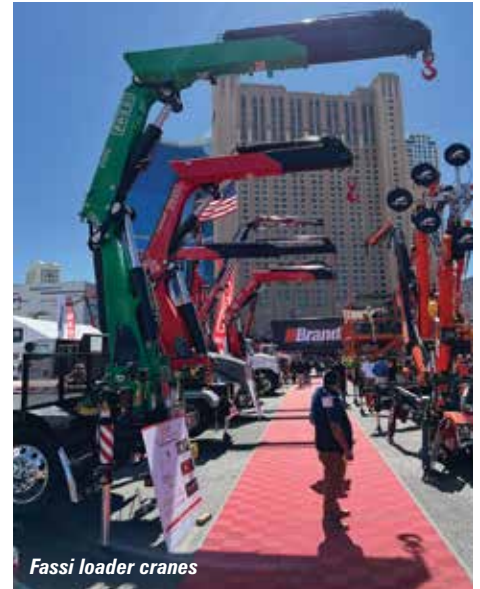
Robert Cox of MEC demonstrating the step up platform



Another new name - Anson - from Chinese company Roshow Heavy Industry but made in Vietnam



First time shown in North America - the Inslift Hybrid spider lifts



Fassi loader cranes



A 37 metre, big deck Dingli JCPT3730HRT RT scissor



Kobelco CKE crawler cranes



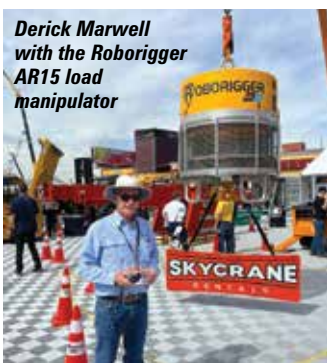
MEC surprised many with the launch of its CD-9T diesel carry deck crane



A Franna AT24 articulated pick and carry crane



Everun compact telehandlers



Derick Marwell with the Roborigger AR15 load manipulator



Bigfoot crane mats



Bigge purchased the new 100 tonne Sany SCA1100TB



Kobelco and Link-Belt stands



Cormach displayed several models



Hyrax Trax 27.41 on a customised trailer



JLG had an indoor stand



MEC's MME30+ vertical mast lift



8.6m 150kg Tadano eAA-22C tracked boom lift



210ft Snorkel 2100SJ sold to Stevenson



Dingli's largest boom the 44 metre BT44ERT... for now



A futuristic Bobcat RX3 Skid Steer concept



Another Chinese manufacturer producing access platforms - Ever Star



Liebherr ground plates to spread the load



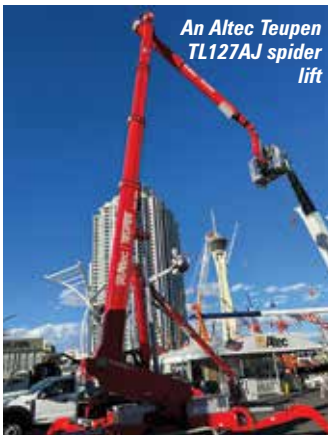
Although Atlas had machines on their stand its administration just prior to the show meant that no personnel were present



A very busy Enerpac stand



A Liebherr MK140-5.1 sold to Wagstaff



An Altec Teupen TL127AJ spider lift



Another new Chinese manufacturer Terlion with mast lifts, booms and mini excavators



Anson AS4046HD slab scissor



Genie had a small external stand with several interesting products



LGMG's 125ft T125J-2



At the press briefing of Liebherr's 91K self erecting tower crane



Sany's new 300 tonne SCA3300A sold to Mid Atlantic Steel Erectors



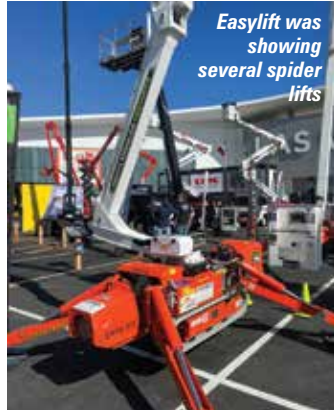
Broderson stand of carry deck cranes



An unusual podium - the Monkey MX21



The IMT stand



Easylift was showing several spider lifts



Elvis made an appearance on the AXCS stand



Genie is working on numerous projects including this material handling arm



Dingli scissor lifts



Hoefflon C10



CMC customised enclosed spider lift trailer



Bluelift B85 on the Ruthmann stand



Country music on the Sany stand



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IPAF'S SPOTTER COURSE

IPAF has launched an online training course for aerial work platform 'spotters', those who assist operators with the safe positioning of the machine.

The 'MEWP Spotter' course takes around two and a half hours to complete and is delivered entirely online, with participants who pass the final test receiving a qualification valid for five years. The training covers spotter responsibilities, safe positioning, exclusion zones, communication methods such as hand signals, and hazard awareness.



FATAL ELECTROCUTION

UK Willand O&M and New Wave Marine have been fined a combined total of £81,000 plus costs of £36,500 after an employee died while another suffered life changing injuries, at the Willand Biogas site in Devon, in southwest England.



Carl Parsons

Father of three, Carl Parsons, 34, and Luke Madavan were working from a boom lift when it made contact or came too close to an 11,000 volt overhead powerline, electrocuting Parsons and causing life threatening injuries to Madavan.

Willand O&M was fined £51,000 plus costs of £28,500 after it failed to relocate the powerline after being advised to do so by the principal contractor. It also failed to put adequate control measures in place, such as height restrictors on aerial lifts or create restricted work areas.

New Wave Marine was fined £30,000 plus costs of £8,000 after its risk assessment was found to be inadequate. The company also lacked formal training provision and supervision for the work being carried out.

HSE Inspector Nicole Buchanan said: "The death of Parsons and the injuries to Madavan were entirely avoidable. I hope that this case will serve as a lesson to others who try to avoid costs by working near overhead powerlines."



The Willand Biogas facility

MANITOWOC'S MOBILE TRAINING CENTRE

Manitowoc unveiled a 'Mobile training & technology centre' at Conexpo. The unit is an easily transported, fully equipped classroom, able to provide professional facilities for training staff almost anywhere there is sufficient space to set up in, such as dealer facilities or job sites. It is intended for groups of six students or more.

The unit, which can be transported on a 16 metre trailer, provides a 13 x 7.5 metre classroom and can be set up in around four hours and comes complete with furniture and everything needed to put on all manner of training courses. It is initially aimed at entry level training for apprentice technicians and branch based staff in order to provide training earlier in their careers in a working environment, and when relevant alongside the crane model being covered, but without the cost of travel.



CAREER INITIATIVE TO LAUNCH AT VERTIKAL DAYS

A new careers related initiative, 'Curious About Lifting and Access', is set for launch at Vertikal Days in September. Developed by My Future My Choice, the project will include a pack of 52 Top-Trump style career cards, featuring 48 real people working across lifting, access and construction, along with four future roles designed by young people.

The cards will highlight a range of jobs, including sales staff, engineers, operators and technical specialists. Each will outline the individual's role, career path and training route. The aim is to provide schools and colleges with a clearer picture of career opportunities in the lifting and powered access industries, including progression from trade and operational roles into management.

Bristol based My Future My Choice has worked with Vertikal Days and local schools at Haydock, Donnington, Silverstone, Peterborough and Newark for the past 14 years.



WHO TRAINED HIM THEN?

Spotted at a mall in a Chicago, USA suburb, a man working on the façade using a slab electric scissor lift which was clearly too small for the job. The solution - placing a ladder in the platform, potentially doubling the working height. We have covered what's wrong with this many times before, yet some still take such risks when working at height.



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SAFE USE OF BATTERIES

IPAF has released new guidance on the safe use, charging, storage, inspection, maintenance and disposal of batteries fitted to aerial work platforms.

The guidance comes at a time when the number of larger battery powered platforms are becoming more common. The guidance is intended to support owners, rental companies and operators in managing batteries correctly throughout their service life.

Download the guidance free of charge from the IPAF website.



SHARE YOUR STORY - EP 3

IPAF has released the third video in its 'Share Your Story' safety series, based on a real incident reported by a member.

The latest video, 'Pedestrian Control Incident', reconstructs an incident in which a delivery driver suffered a fractured ankle while delivering two aerial work platforms to a manufacturing facility. He was driving a scissor lift at the time, using the wandering lead in 'pedestrian control mode' and failed to maintain a safe distance from the machine. A distraction caused the lift to run over him. The incident could and should have been avoided through better planning and by operating the machine from the platform rather than pedestrian control mode.

IPAF head of safety and technical, Brian Parker said: "Pedestrian control mode is typically used where there are specific risks, such as a risk of crushing from overhead obstructions or uneven ground causing a risk of overturning, but in this case, the machine should have been operated from the platform. The operator also did not maintain a safe distance and was distracted by another activity on site. This video demonstrates how the task could have been completed differently - and the incident prevented - with more careful planning and operation."

The 'Share Your Story' campaign encourages operators, supervisors, managers and companies to submit accounts of near misses, incidents, lessons learned and safety improvements.

Do you have a story to share? Contribute to IPAF's #ShareYourStory initiative. Submissions can be anonymous.



A computer generated image of the scene

IPAF ANCH'IO 2026



IPAF Italy will hold its fourth Anch'io annual event on the 22nd of May at Villa Baiana in Brescia. The event brings together rental companies, manufacturers, contractors, trainers and other industry representatives to discuss safety in the powered access sector.

The event will begin with a welcome from IPAF chief executive Peter Douglas, followed by a session on the impact of economic pressures - including tariffs, rising costs, geopolitical issues and longer machine life cycles - on safety related business decisions. Further sessions will look at safety across the supply chain, from design and production to rental, training, maintenance and components, as well as an interactive discussion aimed at addressing common misconceptions around insurance.

The afternoon programme will focus on decision making in challenging conditions, using examples linked to economic pressures, technological change and generational transition. The guest speaker will be international basketball referee Luigi La Monica, who will discuss decision making under pressure, ambiguity and time constraints.

APEX 2026

IPAF will exhibit at the APEX show set to take place from 2 - 4th of June at the MECC exhibition centre in Maastricht, the Netherlands. During the event IPAF will host a Women in Powered Access networking breakfast on the 3rd of June from 8:00-9:30 at the Bar Bistro Saam restaurant within the exhibition centre. It will also have a live outdoor demonstration area on its stand, showing Pre-Use and ePAL checks, pedestrian control of self-propelled work platforms, Recovery and Rescue from a platform, and practical tests on scissor and boom lifts.

Inside the exhibition hall, IPAF will have a stand near the main entrance, where it will provide information on its 2026 safety campaign, accident reporting, updates to training courses, the WiPA (women in powered access) mentoring scheme, and two new guidance documents: The Safe Use of Aerial Work Platforms Near Railway Infrastructure and The Safe Use and Maintenance of Batteries Fitted to Mobile Elevating Work Platforms.

Peter Douglas said: "APEX is a key event for our industry, and IPAF is proud to be an advocate and longtime supporter. We are excited to bring live demonstrations to the show for the first time that reflect real world powered access safety scenarios that our industry faces every day."





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BOARD APPOINTMENT

Following the association's election process, **Antony Fensom of Leeds Commercial Vehicle Hire, a fleet engineer with 35 years of industry experience, has been elected to the ALLMI board.**

Speaking of his appointment, he said: "We joined ALLMI in 2010 and have seen membership add tremendous value to our business during that time. The training and technical resources available have been fundamental in helping us to build our reputation within the lorry loader sector, and we are staunch advocates of the high standards developed and promoted by the Association. I would like to think my current role and experience will allow me to bring a fresh perspective to discussions."



Antony Fensom

NEW EXEC COMMITTEE MEMBERS

ALLMI's elections have also resulted in three new members of the Operators' Forum Executive, with Dan Saunders of Travis Perkins, Kevin Buckler of Bimson Haulage, and Nigel Cox of Eagle Plant all joining the Committee for the first time.

ALLMI chief executive, Tom Wakefield, said: "We are delighted to welcome Dan, Kevin and Nigel to the committee. Together with Nick Sesevic of Algeco UK, who takes over as forum chairman, this election has seen the most substantial restructuring of the executive since its formation in 2006, and we look forward to working with the new committee to support the continued development of ALLMI's fleet owner division."

Executive committee election results:

Nick Sesevic (chairman) - Algeco UK	Mark Keily - Sunbelt Rentals
Andrew Packham - Sussex Transport	Nigel Cox - Eagle Plant
Dan Saunders - Travis Perkins	Paul Bishop - Axle Haulage
Kevin Buckler - Bimson Haulage	



Dan Saunders



Kevin Buckler



Nigel Cox

BS 7121 PART 1 REVISION

Stemming from discussions held by the industry panel tasked with reviewing BS 7121 Part 4, last year BSI made the decision to restructure the entire BS 7121 series.

Whilst this significant undertaking will bring numerous benefits, one of its primary aims is to reduce duplication across the various Parts of 7121. For this reason, the first step is to revise Part 1 'Code of practice for safe use of cranes - General', establishing a foundation for the other related standards to build upon.

ALLMI technical manager and chairman of MHE/3/5, Keith Silvester, is a member of the panel carrying out this work, he said: "The Part 1 revision started in December, and we have been meeting fortnightly throughout this year to date. A great deal of early stage tasks consisted of collating and organising previously recorded comments and ideas, as well as planning the project. With that addressed, the panel is now reviewing several important definitions and principles, the agreement of which will provide a strong basis for future discussions, as well as fundamental threads that run throughout the 7121 series, ensuring consistency and alignment."

The revision of Part 1 will continue during 2026 and ultimately lead on to revisions for other Parts, including 3 (Mobile Cranes), 4 (Lorry Loaders), 5 (Tower Cranes), and 7 (Bridge and Gantry Cranes).

bsi.

MARKET STATISTICS - REMOTE DEMAND

ALLMI has published its loader crane industry sales figures for the second half of 2025, completing the market analysis for the full year. One of the most notable trends was the continued high level of demand for remotes, with around 70 percent of invoiced sales relating to lorry loaders with control units of this type, rising to nearly 100 percent for cranes above 16 tonne/metres.

Although remote controls offer operational advantages, it is important to remember that their misuse can also introduce potential hazards. To address this, ALLMI provides a range of free guidance materials on the safe use of remote controls, including an online video, a toolbox talk, and an information leaflet designed for operators and their immediate supervisors.

These resources can be accessed at: allmi.com/safe-use-of-remote-controls.



COURSE DATES 2026

As the UK's only accrediting body to provide specialist training for each member of the lorry loader lifting team, as well as engineers, instructors and managers, ALLMI's courses are approved by CSCS and delivered to the highest standard.

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Visit allmi.com/training for more info.



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



50th Anniversary Open Days

We're celebrating 50 years of Ainscough and you're invited to be part of it.

Join us at our North and South three-day events, bringing together industry, community and the people behind the projects.

◆ Corporate Days – Thursday & Friday

Step behind the scenes and see how we deliver lifting solutions across the UK. Expect live demonstrations, guided rotations, and plenty of opportunities to connect with our team.

◆ Family Day – Saturday

We're opening the gates for a fun, family-friendly day with live demos, an opening parade, kids' activities, food vendors and more.

Whether you're a customer, partner, future colleague or part of the local community, it's a great chance to celebrate with us and see what we do up close.

Scan below to register.

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4th – 6th June



Feltham
Depot

TW15 1AX

11th – 13th June

NEW TCIG PUBLICATION

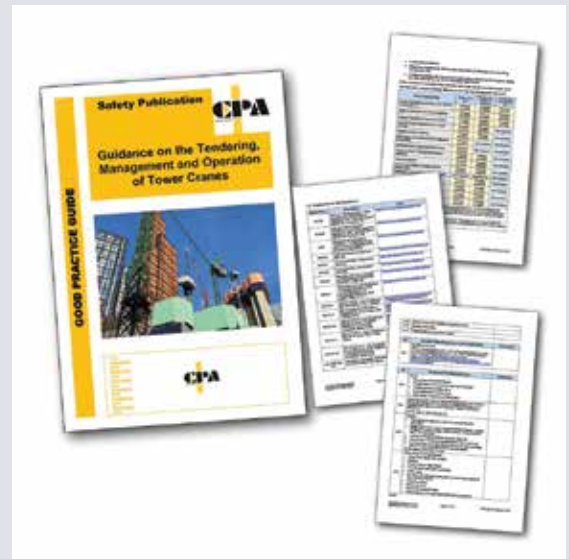
The CPA's Tower Crane Interest Group/TCIG has launched a new guidance publication on the tendering, management and operations of tower cranes, devised to align and support the equivalent guide of the Crane Interest Group/CIG.

The publication provides good practice guidance on suggested minimum standards when tendering, managing and operating tower cranes. It covers legal requirements along with industry practice and directs readers to further guidance material. The guide explains when employers may need support from a tower crane supplier and advises suppliers to review their crane fleet and operating procedures to identify strengths and areas for improvement.

The aim is to help ensure that decisions are made by the right people and at the right time.

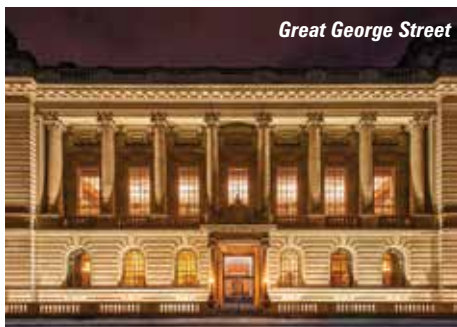
TCIG chairman Dave Holder said: "This new guidance will be invaluable to both tower crane operators and customers, providing a clear summary of all tower crane related legislation and good practice guidance in one place. It is TCIG's intention that this remains a living and flexible document, with any change to any aspect of legislation or industry good practice to be captured in future versions of this publication."

Download the free guidance here:
<https://cpa.uk.net/cpa-publications/>



SPEAKER ANNOUNCED FOR 10TH CPA CONFERENCE

The CPA has announced its speaker line-up for its 10th annual conference, taking place on Thursday 21st May at One Great George Street, Westminster, London.



Great George Street

This year's event is themed: 'Unlocking the Nation's Growth Plans' and will be hosted by content creator Peter Haddock. The one day conference will bring together speakers from construction, equipment rental and policy to discuss infrastructure delivery, skills, communications and decarbonisation.

The Conference programme features four sessions:

- Half-Built Britain: Unlocking the Nation's Infrastructure Growth Plans** - Led by Oxford Economics, the session will examine the findings of the CPA's latest report and the opportunities and challenges facing the UK construction and infrastructure sector. Speakers will include CPA policy director Chris Cassley, Cameron Brown of Charlesbye, Patrick Flannery of Flannery Plant Hire, Peter Gibbs of Ainscough Crane Hire, Chris Matthew of Plantforce and Mark Hoad of Sunbelt Rentals.
- Building Skills for the Workforce** - Flannery Plant Hire operator Molly Gill will speak about her career path after joining the Operator Skills



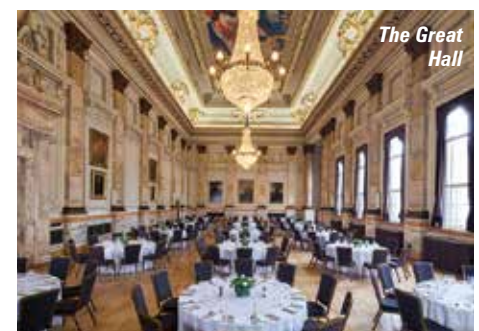
Hub with no previous construction experience and later being named 'Young Plant Operative of the Year' at the 2025 CPA Stars of the Future Awards. She will be joined by Flannery safety and skills director Aaron Davis, Rob Lynch of L Lynch Plant Hire & Haulage and Paul Skitt of Business Skills & Support to discuss skills development and workforce pathways in the plant hire sector.

- Effective Communications in a Crowded Space** - Lee Cain, founder of strategic advisory firm Charlesbye and former Downing Street director of communications under prime minister Boris Johnson, will discuss how to cut through today's crowded media landscape.
- Decarbonisation and Preparing for the Future** - CPA decarbonisation and sustainability manager Luis Bassett will lead a session on the aerial lift rental sector's shift to low carbon operations, covering equipment adoption, finance, telematics, carbon reporting and ESG compliance. He will be joined by Chris Sleight of Off-Highway Research, Joe Gallagher of ESG PRO, Steve Moody of Construction Plant Finance and Charles Bénard of Hiboo.

CPA chief executive, Steve Mulholland said: "The combination of a new venue, updated format

and a strong speaker line-up positions this as a key date in the industry calendar, and delegate tickets are already selling quickly. The conference comes at a critical time for the sector, with our latest Oxford Economics report providing a strong platform for discussion on how industry and government can work together to unlock growth."

Conference delegate tickets are now available at £199 plus VAT, providing full access to the conference, a three course sit down networking lunch, and the exhibition. Book online at <https://cpa.uk.net/events/2026-cpa-conference/>.



The Great Hall

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Um leistungs- und wettbewerbsfähig zu bleiben, benötigt die Industrie hochqualifizierte und ihre Märkte betreffende Informationen. Diesem Verlangen kommt *Kran & Bühne* mit praxisorientierten Artikeln nach. Mit unseren Publikationen helfen wir den Lesern, gerade bei härteren Marktbedingungen, fundierte Entscheidungen zu treffen. Die Artikel werden von einem erfahrenen, international und in Deutschland tätigen Journalistenteam verfasst. *Kran & Bühne* liefert dem Leser Neuigkeiten und Baustellenberichte. Ein wichtiger Bestandteil sind dabei harte Fakten darüber, welche Ausrüstung für welche Einsätze geeignet ist.

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On the road



Very good boom profile



Thin outrigger jacks



Self-installation of counterweight

SANY SAC2500E

The Sany SAC2500E is a 250 tonne class crane with a main boom length of 75 metres - this model is 1:50 scale and made in China. It is available in Europe through IMC Models.

The Sany branded box has a carrying handle, and the Chinese manual has photos to describe the functionality. Tools are supplied to assemble and operate the model.

The chassis is detailed with nice wheels. All axles steer with axles one and two linked, and they all have sprung suspension. The carrier cab is detailed and has a hitch for the hook whilst travelling, although no chains are supplied. Behind the cab, the engine area has high quality metal work, and there are two movable deck ladders.

The two stage outriggers are metal, and the rods have thin, visible screw threads, which are not so realistic. The superstructure cab is detailed, with metal grab rails and a plastic protection grille on top. The cab can be tilted to a good angle.

The counterweight slabs can be mounted in various configurations, including on the carrier deck during self-assembly. Each slab is nicely formed with lifting points.

The main boom lift cylinder is a metal part, and it locks using a key which tightens grub screws.

Detailing on the boom includes a couple of plastic spooling drums, and the inner telescope sections have a realistic profile. Telescoping the boom is smooth and easy with locking positions at 46 percent and 92 percent.

A lattice bi-fold hydraulic luffing swingaway extension is included. It is metal, and the lattice work on the base section is good. The extension can be installed and posed in both lengths. The extension luffing cylinder relies on friction alone and is not quite stiff enough.

A key is used to operate the main winch, which has a positive brake system. A single three sheave hook block is included and is good. It would have been nice if the model had a separate, smaller hook to complement the extension. A Sany load plate is included. This is a heavy and solid model of the Sany SAC2500E. It is generally well engineered and looks good in the Sany corporate colours.

It costs €199, including VAT from the IMC Shop: <https://www.imcmodels.eu/en/shop/brands/sany-dealers>



Bi-fold extension at full offset

CRANES ETC MODEL RATING

Packaging (max 10)	8
Detail (max 30)	23
Features (max 20)	16
Quality (max 25)	21
Price (max 15)	11
Overall (max 100)	79%

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

IN THE NEXT ISSUE OF

C&A

Place your products in front of more than 31,300 crane, telehandler and aerial work platform buyers & users who will read the June issue of **Cranes & Access...**



THIS ISSUE WILL INCLUDE FEATURES ON:

LOW LEVEL ACCESS

Low level platforms include a wide choice of lightweight, self-propelled and push around lifts with working heights up to around five metres. We will review market activity over the past year including new product launches, interesting applications and developments. If you have any news or information to add, please get in touch.



TELEHANDLERS

The number of new fixed frame telehandler manufacturers entering the market continues to grow, particularly compact machines from Asian manufacturers. Sales of 360 degree models are also gaining momentum as companies adopt them in place of small Rough Terrain cranes or working in specialised sectors such as tree care. We'll review the latest new products, new entrants and other market developments.

ALL TERRAIN CRANES

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



APEX SHOW REVIEW

We review APEX - the tri-annual access equipment exhibition in Maastricht - reporting on all the new products and developments.

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**.

Send any information, news, photographs or ideas on these subjects to editor@vertikal.net

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READERS LETTERS

25 YEARS AND GOING STRONG

The lifting news and resource portal Vertikal.net is celebrating 25 years since going live in 2001. The world's leading website for cranes and access news was launched just in time for Bauma 2001.

Just to add some perspective, 25 years ago, the internet was still in its infancy, and Facebook was more than a year away from being established. LinkedIn would still be two years off, while Google and Amazon were in their infancy. Dial-up modems were the way most of us went online, and uploading even a low-resolution photograph took some time, and few companies had their own website.

Many of those who read the news on Vertika.Net do not realise that all 48,261 stories and 79,500 photographs we've posted over the past 25 years are still in the database and available to read for free. All this, along with 488 magazines and guides, all of which are accessible and downloadable without the need to register. Not to mention the directory, industry events guide, library, metric converter and live currency converter, to name just a few tools and features.

We plan to run a review of some of the more dramatic stories over the next 12 months, but as a taster, the first story was an interview with Leopold Mayrhofer, managing director of Ring Lift, who said: "The German market for electric scissor lifts up to 12 metres is saturated," 25 years later and the slab electric scissor lift market is still not 'saturated'. Hindsight is a wonderful thing.

The second story concerned the launch at Bauma of the world's first 100 metre work platform, the Ruthmann TTS1000 - it had booked two orders and had great hopes for the product. In spite of having a fantastic specification, those were the only two ever sold, putting the company off the big truck mounted market for almost two decades. It finally unveiled another 100 metre lift in 2024.



The first Ruthmann TTS1000 in 2012 when it was acquired by Malaysia's Nationwide



AERIAL LIFTS TO CRANES

Last month Belgian international crane and heavy lift company Sarens appointed access industry veteran Stephan Kulawick - Wumag, Palfinger Platforms, BMS, Kiloutou and Felbermayr Access - as group rental commercial director.

Change is not the end

Speaking of leaving the access industry after all these years he said: "Looking back, I feel above all one thing: Gratitude!"

"I am grateful for the colleagues who became friends. Grateful for the people in our industry who have crossed my path. Grateful for the challenges that pushed me to think bigger. I have had the privilege of working with outstanding customers and people, dedicated dealer networks, trusted partners and suppliers across many markets. Thank you for the trust and those long term partnerships."

"I am now embarking on a new chapter in a different field - although lifting technology remains the common thread - and I'm looking forward to building on my experience, meeting new people, broadening my horizons and taking on responsibilities that come with a new level of impact. As I start my first day at Sarens I am really looking forward to my new mission at Team-blue."

Dear Vertikal Team,

Extraordinary that Vertikal.net is 25 years old. It started on a shoestring in 2001 ahead of Facebook or LinkedIn and prospers today. I launched into the unknown, but it was extremely popular, extremely quickly as our global lifting industry is thirsty for quality information and quick to adopt new technology.

From those early days in a grimy, former factory building in Brighton and a quiet office in Freiburg, Germany, to today's august publication is a very impressive journey and one that took our industry to the forefront of technology. It was my honour to launch Vertikal.net, but sincere congratulations to Leigh and the team, (some of whom were there on the first day!), for taking it forward. Also, to Roland Schaub at Zephir, Vertikal's webmaster, who helped me all the way and is still involved.

Print and online publications have difficult challenges from informal, budget and "citizen" publications, but Vertikal's success proves that honest, reliable reporting, (which sometimes makes you unpopular...) attracts the loyal readers your commercial partners need to reach. Cutting and pasting official press releases isn't journalism and has never been part of the Vertikal philosophy - that's why you have remained a "must-read" publication for this fantastic industry. Long live Vertikal! Happy Birthday Vertikal.net!

Sincerely,

Tim Whiteman, founding Editor/
Publisher



Stephan Kulawick

GOING UP IN THE WORLD

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

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

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

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

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

- Continental Europe €23 plus €6.50 postage & packing
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MARK NORRIS 1971 - 2026

In mid-April, we received the sad news that crane veteran Mark Norris had died. He passed away on March 26th at the tender age of 54.

Born in the UK, Norris began his working life when he joined the Royal Engineers regiment of the British Army in 1987, having just turned 16. He went on to serve for more than 10 years as a combat engineer. During his time with the army, he spent time on active duty in the first Gulf War in both Kuwait and Iraq and went on to complete tours of duty in Afghanistan, Northern Ireland and Bosnia.

On leaving the army, he became a crane operator and worked for many of the UK and Irish crane rental companies including Baldwins, Quigley UK, Kavanagh Crane Hire, Commhoist, Ainscough Crane Hire, Winter Lift, William O'Brien, along with the UK operations of heavy lift and rigging specialists Mammoet, Sarens and ALE. He also worked with Danish crane and aerial lift rental company BMS and Earth Stream Global, where he was based in Sierra Leone. His most recent role was with Sarens in the USA.

During his time in the industry, he went from crane operator to supervisor, to technical rep and site manager, eventually taking on the role of operations manager for Sarens in Houston, Texas. It seems that wherever he worked, he became a well-known figure who was widely respected.

In 2025, he stepped away from the crane industry to settle in Sierra Leone, where he threw himself into building a restaurant and bar with the same vigour and intensity that he had demonstrated throughout his career in the army and the crane industry, finally opening the restaurant together with his wife, Maria, in February of this year.

Unfortunately, he carried baggage from his time in the army, and it was these demons that eventually got the better of him and subsequently led to his premature death.

He leaves behind his wife, Maria, in Sierra Leone, along with three children, Prince, Margaret and Josh, who have said that they would like to thank everyone who has reached out with support and condolences since news of his death became known.

Mark Norris**JACQUELINE HIMSWORTH 1943 - 2026**

Jacqueline Himsworth, the last second generation member of Manitou's founding family, has died.

The company's chairman since 2017, she passed away on Saturday, April 11th, at the age of 82. Her death comes just nine weeks after she lost her elder brother, Marcel Braud, who died on February 3rd, and only four weeks after she attended a UK dealer conference in Cheshire. She leaves behind her husband Gordon, along with daughter Virginie, along with three sons, Christopher, Dominique and David.

Jacqueline Himsworth was just 13 months old when her father Marcel died in the final days of the war in France, and the day his home town of Ancenis was liberated from the German Army. Her mother, Andrée Braud, decided not only to continue, virtually single handed, with the animal feed company they had founded, but also to pursue her late husband's project to manufacture cranes and concrete mixers.

Her example was clearly not lost on her daughter, Jacqueline, who after graduating in 1964 and working for a time in the UK - where she met her husband Gordon Himsworth - she not only took over and successfully managed the Braud feed company - Braud Nutrition Animale - in Ancenis, but also as a shareholder in the manufacturing business worked alongside her brother, Marcel Braud, the "inventor of the Manitou Rough Terrain forklift. That company, Braud & Fauchoux, became Manitou BF in 1981.

After selling the feed business in 2000, she devoted all of her energy to the Manitou board of directors, chairing numerous committees and setting high standards of due diligence. In 2017, she took over as group chairman, maintaining the family's long term approach and driving the transformations required to maintain the company's resilience to cope with the cyclical nature of the construction equipment market. She also worked hard to ensure the success of the next generation of the family on the board, in order to ensure the continuity of the family legacy.

**Jacqueline Himsworth****Jacqueline with her older brother Marcel, in the 1940s**

The company announcement said: "It is with deep emotion and immense sadness that the Manitou group announces the passing of Madame Jacqueline Himsworth, chairman of its board of directors, who passed away this day at the age of 82 years. The board of directors will meet in the coming days to implement initiatives that ensure the continuity of governance, faithful to the spirit of stability and transmission championed by Jacqueline Himsworth."

Chief executive Michel Denis added:

"Jacqueline Himsworth carried within her wisdom combined with absolute conviction. She constantly reminded us that we could conquer the world without ever forgetting our values and our commitment to the men and women who make up the group today. Her vision, commitment, foresight, and kindness will remain at the heart of our culture. Jacqueline Himsworth passes away, leaving a solid group, supported by a generational transition already actively engaged in the company's governance to ensure its sustainability."

Post Script

As we go to press, it has been announced that Jaquline's son Christopher has been appointed as Manitou's new chairman, while her daughter Virginie, has joined the board of directors. Both appointments are subject to ratification at the Annual General Meeting on June 25th.

**Jacqueline Himsworth active as Manitou chairman****Son Christopher****Daughter Virginie**

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**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/

**Scotplant**

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

**Samoter**

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

**CPA Conference 2026**

May 21, 2026
Great George Street,
Westminster, London, UK
Tel: +442077963366
www.cpa.uk.net/events/cpa-conference-2026-tickets

**Dansk Liftmesse 2026**

May 21-22, 2026
Danish aerial lift and spider crane exhibition, Odense, Denmark
Tel: +45 4024 1090
www.liftmesse.dk

**IPAF Anchio**

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

**Hire26**

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

**Crane Rental Association of Canada Annual Conference**

June 2-4, 2026
The annual Canadian crane conference
Edmonton, Alberta, Canada
Tel: +1780.790.2722
www.crac-aclg.ca/en/

**Apex 2026**

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

**IRE Show**

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

ERA Convention 2026

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

**IPAF Elevation**

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

**HCEA Convention and Old Equipment Exposition**

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

**Vertikal Days 2026**

September 9-10, 2026 Newark showground, Nottingham, UK UK/Ireland Crane, access and telehandler event.
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www.vertikaldays.net

**IAA Transportation**

September 15-20, 2026
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Tel: +49 30 897842-202
www.iaa-transportation.com/en

**JDL Expo**

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

**Platform Gunleri 26**

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

**Internationale Schwerlasttage**

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

**Bauma Conexpo India**

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

**Platformer Days 2026**

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

**IPAF Summit 2026**

October 14-15, 2026
Networking opportunity for the access industry, Istanbul, Turkey
Tel: +44 (0)15395 66703
https://iapa-summit.info/

**Glasstec 2026**

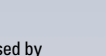
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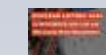
October 28-30, 2026
The annual conference of the Crane Industry Council of Australia Hunter Valley, Lovedale, NSW, Australia
Tel: +61 03 9501 0078
https://cica.com.au/cica-conference-2026-eoi/

**Crane Safety 2026**

November 11, 2026
Crane safety conference organised by the Institution of Mechanical Engineers. Manchester, UK
Tel: +44 (0)207 973 1251
www.eventsportal.imeche.org/event/sessions?id=Crane_Safety_2026_New

**Nuclear Lifting 2026 ***

November 11, 2026
This biannual event covers engineering solutions to the challenges facing those conducting high-risk lifting at Nuclear power sites, Manchester, UK
Tel: +44 (0)20 7304 690
www.eventsportal.imeche.org/event/sessions?id=Nuclear_Lifting_2026_New

**Liftex 2026**

November 24-25, 2026
Annual conference and exhibition of LEEA the Lifting Equipment Engineers Association Liverpool, UK
Tel: +44 (0) 203 488 2865
www.events.leeaint.com/liftex-2026

**Bauma China 2026**

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



2027

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

**Executive Hire Show**

February 10-11, 2027
UK tool and small rental equipment show Coventry, UK
Tel: 44 (0)207 973 4630
www.executivehireshow.co.uk/

**The ARA Show 2027**

February 15-17, 2027
The American Rental Association's annual trade show and convention New Orleans, USA
Tel: +1800 334 2177
www.arashow.org

**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
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www.maxpo.messukeskus.com/en/

**Matexpo 2027**

September 8-12, 2027
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www.matexpo.com/en/

**GIS 2027**

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www.theutilityexpo.com

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www.mtxpo.com.br/en



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The ARA Show 2028

February 14-16, 2028
ARA convention and rental show Anaheim, California, USA
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www.arashow.org

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www.bauma.de



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The ARA Show 2029

February 11 - March 14, 2029
The American Rental Association's annual trade show and convention Orlando, USA
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www.arashow.org

**Conexpo-Con/Agg 2029**

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