

cranes & access

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October 2010 Vol. 12 issue 7

Outrigger mats

RT Scissor lifts



SAIE
preview

Heavy lift issue

.....Lithium spider lift for CTE.....Kobelco builds in India.....Terex buys Recom.....



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the Hotel Bella

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On the cover:

A new Terex CC8800-1 owned by ALE lifts a 1,475 tonne reactor in Sines, Portugal - the heaviest lift application ever for a single Terex crane.



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Tel: +44 (0)8448 155900 Fax: +44 (0)1295 768223
E-mail: info@vertikal.net

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The growth of the alternative heavy lift cranes is giving users increased choice. But how will this affect the big capacity crawler cranes from the major crane manufacturers? Cranes&Access investigates and looks at several heavy lift applications from around Europe.

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In our annual look at the subject of outrigger mats we make a simplistic and possibly naïve proposal to cut accidents in half. Mike Allanson, operations manager for BFL Alimats and crane AP warns that doubling up on safety factors may backfire.



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We take a look at the market for large rough terrain lifts and some of the more unusual products that are now available, many of which no longer use a scissor type mechanism to lift the platform.

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In the next C&A

In the next Issue of C&A: Loader cranes, truck mounted aerial lifts, Tower cranes and a review of SAIE.



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The Vertikal Press

PO box 6998 Brackley NN13 5WY. UK
Tel: +44(0)8448 155900 Fax: +44(0)1295 768223
email: info@vertikal.net
web: www.vertikal.net

In Germany:

Vertikal Verlag

Sundgaualle 15, D-79114,

Freiburg, Germany

Tel: 0761 8978660 Fax: 0761 8866814

email: info.vertikal@t-online.de

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Germany, Scandinavia,
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Karlheinz Kopp, Vertikal Verlag,

Sundgaualle 15, D-79114, Freiburg, Germany

Tel: +49 (0)761 89786615

Fax: +49 (0)761 8866814

email: khk@vertikal.net

Italy

Fabio Potestà, Mediapoint,

Corte Lambruschini,

Corso Buenos Aires 8, V Piano-Interno 7,

I-16129 Genova, Italy

Tel: 010 570 4948 Fax: 010 553 0088

email: mediapointsrl.it

The Netherlands

Hans Aarse

39 Seringenstraat, 3295 RN,

S-Gravendeel, The Netherlands

Tel: +31-78 673 4007 Mobile: +31(0) 630421042

email: ha@vertikal.net

UK and all other areas

Pam Penny

PO box 6998 Brackley NN13 5WY. UK

Tel: +44(0)8448 155900

email: pp@vertikal.net

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Editors:

Leigh Sparrow

Mark Darwin

Associate Editors:

Rüdiger Kopf (Freiburg)

Alexander Ochs (Freiburg)

Andrew Klinachev (Moscow)

Sales & customer support:

Pam Penny

Karlheinz Kopp

Clare Engelke

Production:

Nicole Engesser

Publisher:

Leigh Sparrow

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Letters, emails, faxes and
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should be sent to:

The Editor,
cranes & access,

PO Box 6998, Brackley

NN13 5WY, UK

Tel: +44(0)8448 155900

Fax: +44(0)1295 768223

email: editor@vertikal.net

c&a comment



Restoring common sense

As we enter the winter season we are once again confronted by the popular media's reporting of health and safety 'madness' - access platforms used for removing conkers from trees and

Christmas lights cancelled due to the risks and costs of putting them up.

The UK construction industry is continuing with its own health and safety 'madness' at the moment with major contractors adding more and more requirements, paperwork and costs on to suppliers. The latest issue gathering momentum with some contractors is the requirement that equipment operators provide proof that they are medically fit to operate the machinery safely. This is currently in the early stages of 'discussion' but the worst-case scenario may mean that all operators will need a 'current' medical certificate before being allowed on to site - and this after surveys and statistics show that the risk is negligible to non-existent.

But where is all this health and safety leading and will it reduce risks to workers? Ultimately, it has to be a reasonable trade off between risk and common sense. The long-awaited report on health and safety by Lord Young encourages this return to 'common sense' in the management of risk in Britain. Young said that 'health and safety had for too long been allowed to become a joke in the media and among the public'.

This latest report is backed by HSE chairman, Judith Hackitt, who agrees that the report 'is an important milestone on the road to recovery for the reputation of real health and safety and the opportunity to refocus health and safety on what it is really about - managing workplace risks'.

Hackitt also said that the 'HSE will continue to champion a sensible and proportionate approach to dealing with serious risks in the workplace - not eliminating every minor risk from everyday life'.

A common sense approach to the medical certificates would be to follow the existing guidelines for HGV drivers - a medical test every five years from the age of 45. However this common sense approach needs to be widely communicated in the hope that major contractors will also adopt a similar attitude - a sensible and proportionate approach to dealing with risks.

We are all in favour of reducing accidents and injuries, but when there is overzealous enforcement of legislation that results in stupid end results (take the over-sizing of crane outrigger pads for example) it loses all credibility and can have the opposite effect.

Hopefully Lord Young's report will be a step towards restoring a common sense approach to risk management

Mark Darwin

Please mail, email or fax any comments you may have, to the editor, stating if we may publish them or not.

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CAT and Soilmec confirm agreement



Caterpillar and Soilmec have confirmed their plan to jointly develop a range of foundation cranes. The agreement follows the launch at Bauma of the 65 tonne Soilmec SC-65 lattice boomed crawler crane which was designed and built in collaboration with CAT.

Since then the machine has gone on to complete the final phases of its field validation programme in a demanding working environment on a Trevi Group managed job site. The two partners in the project say that the cooperation leverages Soilmec's expertise in the foundation sector

with Caterpillar's ability to bring together an extensive range of world class components, systems and technologies supported on a global basis. It is planned that the new crane range will be extended to include further models with capacities of between 60 and 200

The Soilmec SC-65 is a joint venture with CAT

tonnes. They will initially be distributed via Soilmec dealers, but also made available to those Caterpillar dealers who have demand within their sales territory.

Kobelco in China move

Kobelco Cranes has announced a joint venture in China to manufacture crawler cranes. Chengdu Kobelco Cranes Co will be established this month with a ¥2 billion (€17.6 million) of capital with Kobelco owning 51 percent of the equity and local partner Sichuan Chengdu Chenggong Construction Machinery Co. holding the balance.

The joint venture will build a new 6,900 square metre plant on a 133,000 square metre site in Sichuan Province. Production at the new facility is planned to start in August 2012 and is expected to build models up to 250 tonnes capacity with annual production ramping up to 80 units a year within five years.

The new venture follows Kobelco's recently announced \$12.7 million crane production facility in Sri City Special Economic Zone in India which will build crawler cranes from 90 to 250 tonnes capacity. Kobelco claims a 17.4 percent share of the worldwide crawler crane market.



Kobelco will produce cranes up to 250 tonnes in both China and India.



Recom builds the Comedil luffing range

Terex buys into Italian crane manufacturer

Terex has acquired a 33 percent stake in Italian-based luffing jib tower crane builder Recom with the aim to make a full takeover in the longer term. Privately held Recom is based in Belluno, Italy and designs and manufactures luffing jib tower cranes that are distributed exclusively by Terex Cranes under the Comedil brand.

Recom was established in 2003 by Ferruccio Moritsch, the founder of Comedil tower cranes - now owned by Terex - to design and build luffing jib tower cranes for the worldwide market and has been selling through Terex Cranes' distribution network since 2008. Terms of the transaction were not disclosed.

...And takes a run at Demag Cranes

In a separate move Terex has retained Goldman Sachs to advise on a possible bid to acquire a substantial holding in Demag Cranes, the German-based overhead and Gottwald port crane manufacturer. The move follows an earlier strong rebuff by Demag of an uninvited approach from Konecranes of Finland. Terex and Demag declined to comment.

Thihatmer hands over at Teupen



Alfons Thihatmer (L) and Michael Wotschke at Bauma 2010

Alfons Thihatmer, chief executive of spider and truck mounted lift manufacturer Teupen, has announced that he will assign his current management responsibilities to Michael Wotschke and will resign from the Teupen group management board on his own initiative by the end of this year.

Thihatmer has been a managing director of Teupen since 1986 and has played a significant role in the company's development, including launching tracked aerial lift production leading to the company's current leadership in the mid to large spider lift market. He will retain an involvement with the company as a consultant and shareholder, with particular focus on the development of new products.



Specialist Crane Hire merged its operating units into a single business earlier this month and has taken delivery of a new 110 tonne Grove GMK5110-1

Specialist consolidates into single unit

The Specialist Hire Group has consolidated its crane hire operations into a single company under the Specialist Hire Group Crane Division. The business is a combination of Jardine Crane Hire (acquired 2003) Marsden Crane Hire (2004), cranes from Steelforce Bowmech and more recently Telford and Heartlands Crane Hire. More on this along with a face to face interview in our November issue.

First JCB 515-40's go to work

UK-based rental company Rocket Rentals of Dursley, Gloucestershire, has taken delivery of two of the first JCB 515-40 ultra compact telehandlers, the smallest model ever produced by the manufacturer. The two units, part of an order for six, were specified with air-conditioning, solid tyres and licensed for road use.

The first unit went straight out on a three month rental to Devizes-based contractor Gaiger Bros on a school renovation project in Warminster. The 515-40's 1.56 metre overall width allowed it to gain access through the very narrow site entrance.

Gaiger says that the alternative would have been to have used a high-masted forklift for handling the materials in its compound on a nearby sports field and a compact dumper to take them through the narrow entrance to the point of construction. As a result it is delighted to have saved on the rental of a second machine and also highlighted health and safety benefits of keeping the loads palletised and avoiding the manual handling of bricks that would have been necessary with the dumper option. The 515-40 has an overall height of 1.8 metres is just 2.97 metres long and weighs less than 3.5 tonnes.

The first JCB 515-40 telehandlers have been delivered.



Spierings back in production

Arend Hardeman (L) of Hardeman Isolatie takes delivery of two new Spierings cranes from Leo Spierings.

Spierings issued an update statement in early October following the bankruptcy in June of some of the companies within the Spierings Group. The main operational companies Spierings Kranen BV and Spierings Verkoop BV were not part of the bankruptcy process, allowing the service and parts departments to remain fully operational throughout. New crane production restarted in a small way in early July and is now gathering pace. The restructuring has shrunk the business to 40 employees, although it has the same plant, tools and equipment and is based at the same location.

In July, Marcel de Jong joined the management team as general manager of Spierings Cranes, while Leo Spierings retains ownership of the company.

Speaking of de Jong's appointment, Spierings said: "For many years, Marcel de Jong managed several production companies and will focus on improving efficiency inside Spierings and increase the return on investment of the company."

The company says that it has retained all orders that were on the books as of June 15th and in August delivered the first new Spierings SK498-AT4 to Hardeman Isolatie of Kootwijkerbroek, Holland along with three fully refurbished cranes, two SK488-AT4s and an SK365-AT3.

As to when production of the new City Boy crane, shown as a prototype at Bauma, will start, Spierings said: "It is not totally clear, but the planning is well organised for an open day and a demonstration of the radical new crane at the beginning of next year." In the meantime he is looking to expand the company's distribution coverage across the whole of Europe.

The Spierings City Boy at Bauma earlier this year.



Tutt Bryant delists

Tat Hong has completed its full takeover of the Tutt Bryant Group, acquiring all of the shares in the business that it did not already own. As a result Tutt Bryant was delisted from the Australian stock market on 14th October.

Tutt Bryant is one of Australia's largest crane rental companies and owns Muswellbrook Crane Services, Bradshaw Ultra Heavy Haulage and Tutt Bryant Crane Hire. It is also big in general rental including access equipment and crane sales and distribution through EQ Hire, BT Equipment, Kingston Industries and Paramount Hire Services.

Steel covers for JLG boom lifts



The new steel covers on a JLG 860SJ

JLG is switching from composite moulded covers on its diesel boom lifts sold in the Americas to steel. The move is driven by customer requests for covers that are more rugged and easier to repair, as well as being less costly. The first units to feature the new covers are the 600S, 800S and 800A models.

European units will continue to be supplied with the more rounded composite covers unless there is a clear demand to switch. Steel cover kits can be purchased for retrofitting, should an owner wish to convert an existing machine.

Pick-up scissor lift

US-based Lift-A-Loft has introduced a new pick-up mounted scissor lift that can be removed in around 10 minutes. The TL22 has been developed for shorter jobs where speed across site or to the job is of real benefit. The 6.65 metre platform height lift features a 1.34 metre wide platform with 227kg capacity and includes a standard 900mm deck extension which provides outreach to the rear. The TL22 can be mounted in any pickup truck that has 1,250kg of payload and a 2.4 metre bed. It features a self-contained power pack that automatically re-charges from the vehicle's electrical system. The unit meets the requirements of ANSI A92.2, does not require outriggers but is not yet CE approved.



The new Lift-A-Loft TL22

210 Skyjack scissors for Boels

Dutch-based international rental company Boels has ordered 210, 19ft Skyjack SJ111 3219 micro scissor lifts. The first 126 are in the process of being delivered with the remainder scheduled for next year. The new order follows an order for 50 units last year.

Leigh Farmer returns

UK access entrepreneur Leigh Farmer is set to return to the access business with a new company, Premier Platforms Ltd, which is registered in Cannock in the Midlands. The new company will offer a range of services including new and used equipment sales, service and inspections, operator training and contract hire with possibly some short term rental. Farmer founded Higher Platforms in 1990 which was also located in Cannock, building the business into one of the Top 20 UK access rental companies with a fleet of 435 units. He sold it to Lavendon in August 2007 for £8.9 million.



Leigh Farmer

CTE introduces lithium spider

Italian truck and spider lift manufacturer CTE will show a lithium ion battery powered version of its 17 metre Traccess 170E spider lift at SAIE. The CTE T170E will offer around five hours of continuous operation and will require eight hours to completely recharge.

The bulk of the machine will be the same as the standard model, with a 17 metre working height, 7.5 metres outreach, 200kg platform capacity and overall width over the outriggers of 2.8 metres. See Why SAIE - a preview to the show on page 43 and 67.

The new CTE T170E has lithium battery power.



Olympic Park DPFs - final decision

The on-going saga over the retro-fitting of diesel particulate filters (DPFs) to cranes, telehandlers and platforms on London's Olympic Park site has finally reached a conclusion. The Olympic Delivery Authority (ODA) has taken the decision not to implement the requirement to retrofit DPFs to Non-Road Mobile Machinery. The decision follows a cost analysis study which concluded "that the costs and benefits of DPFs do not represent good value for money when compared with other measures".

See www.vertikal.net for more details of the study

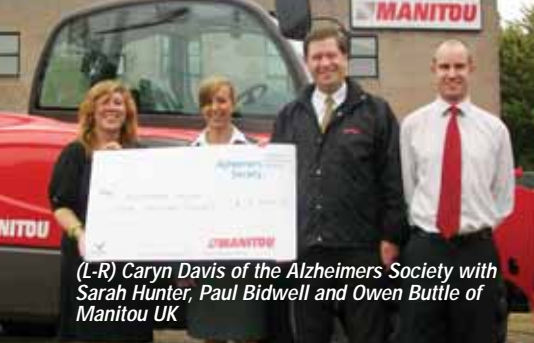
Select buys first Sennebogen

Select Plant Hire, part of the Laing O'Rourke group of companies and one of the UK's largest crane owners, has purchased a Sennebogen 683R HD telescopic crawler crane from distributor E H Hassell & Sons.

The 80 tonne Sennebogen 683R Heavy Duty has a five section 42 metre telescopic main boom plus 10 metre swingaway extension. Other features include hydraulically extendable undercarriage and second winch.

Select has purchased its first Sennebogen crane, a 683R Heavy Duty telescopic crawler.





(L-R) Caryn Davis of the Alzheimer's Society with Sarah Hunter, Paul Bidwell and Owen Buttle of Manitou UK

Manitou **c&a** news

raises funds for Alzheimer's

Manitou UK has raised £4,000 for the Alzheimer's society following a fund raising activity at a number of trade shows earlier this month. The initiative involved collecting donations in return for either a Manitou feed bucket or a 'Bag for Life' at the Royal Highland Show, Cereals and South West Grass event 2009.

Manitowoc restructures debt

Manitowoc has reached an agreement from its senior lenders for an amendment to its credit agreement that becomes effective with the pay down of term debt from the issuance of at least \$500 million of senior unsecured notes. The change will provide more flexibility and a longer maturity.

Terex seeks credit amendment

Terex is seeking an amendment to its bank credit facility to lift some of the more restrictive covenants and provide greater flexibility for the use of the proceeds from the sale of its mining business earlier this year.

New RTs from Grove

Manitowoc unveiled two new Grove Rough Terrain cranes at its Crane Expo 2010 event in Shady Grove Pennsylvania earlier this month, one of which – the 135 tonne RT9150 – we announced in our last issue. The second new model is the 59 tonne Grove RT765E-2, which will replace the highly popular RT760 of which more than 2,000 units have been sold since its launch in 2001. The RT765 maintains the overall dimensions of the RT760, including the 33.5 metre

main boom length and 62.8 metre maximum boom/extension combination, along with much of its componentry and controls. However it has a new, stronger base boom section, structural upgrades to the chassis and superstructure frame, a new telescopic cylinder, new lift cylinder, larger counterweight and most noticeable the company's brand new cab.

The RT9150 - the largest two axle Grove ever - combines the chassis of the 130 ton RT9130E with the basic superstructure of the Grove GMK5130-2 All-Terrain crane. It is said to offer substantial lift capacity improvements over the 9130, while the 60 metre Twin Lock pinned boom (a Grove RT first) is almost 12 metres longer. Maximum tip height is more than 95 metres when fitted with inserts and the hydraulically luffed bi-fold swingaway extension. The new model will come into



The RT9150 is the largest Grove two axle crane ever built



Grove RT9150 extensions

its own on large sites or plants where high reach is required and a long and complex AT chassis a disadvantage.

The cranes outriggers and counterweight can both be self-removed/ installed for transport. Both cranes are also equipped with new, quieter, cleaner Tier 4 engines for North America and Europe. Tier 3 power units are available for markets where low sulphur diesel is not yet available.



The new Grove cab



The new Grove RT765 is said to have a load chart at least five percent better than anything else in the class

Tanfield completes rights issue

Tanfield, owner of Snorkel has completed a rights issue, selling 20 million new shares to raise £1.8 million net of costs. Shareholders took up 50.4 percent of the offering, leaving the underwriters – three of the company's directors – to pick up the balance. The directors - Roy Stanley, Darren Kell and Jon Pither - have also agreed to provide a standby loan of up to £750,000 in order to cover any short term cash shortfalls.

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Spanish Days

Spain was the centre of attention for the powered access industry last month with both the Elevarte and Europlatform events held in Madrid.

Europlatform attracted more than 100 delegates to hear a wide range of speakers including ex-JLG president Craig Paylor, Carlos Fernandez Araoz of Spanish rental company Gam and Malcolm Bowers of Lifterz and the Access Link. Craig Paylor of JLG issued a number of warnings including a prediction of steep price increases for new lifts as the recession eases, the threat of Asian manufacturers buying up large access rental companies and the rising over-specification of aerial lifts. He recommended that rental companies age their equipment rather than replace it.

Elevarte

Friday 17th September saw the first Elevarte crane and access exhibition open its doors at a site on the outskirts of Madrid. The event was supported by 31 exhibitors - with all of major manufacturers represented - and follows the informal formula of Platformers Days in Germany, Vertikal Days in the UK and Verticaaldagen in Holland. more photographs from Elevarte can be found on www.vertikal.net



Exclusively Teupen

UK-based Aerial Platforms has agreed an exclusive supply deal with Teupen distributor Ranger for the purchase of Teupen spider lifts. The first three units - a Leo 15GT, a Leo 18GT and a Leo 23 GT - have already been delivered. Jason Seddon of Aerial Platforms said: "We will offer the lifts on a national basis and see major growth in this sector over the next five to 10 years." Seddon also says a Leo 30T and 40GTX have been ordered for delivery in April 2011.



Jason Seddon (R) takes delivery of a new Teupen Leo 23GT from Andy Firth of Ranger

\$40 million US Marine deal



The JLG MMV telehandler

JLG has won a \$40 million contract to supply 280 telehandlers to the US Marines. The units will be built at the company's McConnellsburg, Pennsylvania facility over the next two years.

The telehandlers - known as EBFL (extendable boom forklifts) by the marines and MMVs (Millennia Military Vehicles) in military circles - have a maximum capacity of 11,000 pounds, (5,000kg) and a lift height of 42ft/12.9 metres.



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Demountable truck mount

Italian-based aerial lift manufacturer Isoli, has recently designed and built a demountable truck mounted version of its 21 metre PNT 210J aerial lift for a customer needing the versatility of both an access platform and a flat-bed truck, complete with loader crane.

The solution uses the popular 3.5 tonne Nissan 35.11 and interchangeable platform/flat bed system allowing the customer to choose between the 21 metre working height, 10 metre outreach articulated boom lift with in-line stabilisers or the flatbed truck and loader crane.

The Italian customer says that this system has the advantage of reduced insurance and tax by using a single chassis for two purposes.



The platform de-mounts when not in use



Installed and ready to go in half an hour



Richard Allsop and Georgina Lane with the Tadano

A lift to the church?

When Richard Allsop of UK-based Chris Allsop Crane Hire of Colwick, Nottingham, married Georgina Lane recently, his wedding car was far from the usual limousine. Instead he used an 80 tonne Tadano Faun ATF80-4 All Terrain crane to travel to the church although the couple used a more traditional horse and carriage once married.



A Custers span tower

Custers appoints Hy-Lift

Dutch-based access equipment manufacturer Custers Hydraulica of Venray, has appointed Mansfield, Nottinghamshire-based Hi-Lift Access as its UK dealer.

Hi-Lift - which currently offers a full range of access services including new and used equipment sales and rental focusing on Teupen spider lifts and Ruthmann truck

mounts - will start with Custers non-powered products, including folding scaffold bases, painters scaffolds up to 31 metres in length, platforms and footbridges, roof/window scaffold, roof edge protection systems, alloy span scaffold towers up to 12 metres and stairway towers.

The company also has plans to offer

Custers powered access range, including trailer and truck mounted lifts and its tracked boom for forestry work. Custers also recently announced an all electric truck/van mounted lift, the Taurus 265-12.5E.

Founded in 1901, Custers was part of SGB between 1977 and an MBO in 1995. It built its first truck mounted lift in 1962 adding scaffold products in the early 1980's.

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Positive news from Verticaaldagen

The second Verticaaldagen access, crane and telehandler event near Tilburg, Holland, attracted almost 40 exhibitors and almost 800 visitors from the Dutch crane and access rental industry, with several companies chalking up some unexpected orders for new equipment.

New products included MEC's 40ft/12.2 metre Titan 40S in Rival colours fresh from Elevarte in Spain; scissor and vertical mast lifts from Chinese manufacturer Dingli; the Guerenuk 500 glass manipulator telehandler attachment and two platforms specifically designed for tree work - a 26 metre truck mounted platform built by Custers for the City of Maastricht and the new 16 metre Mecaplus ME16SL self-propelled boom.



The impressive new 16 metre Mecaplus ME16SL demonstrated its capabilities.

Electric RT scissor lifts were also something of a theme, with the world's largest battery electric powered lift - the 34 metre Holland Lift leading the pack along with the Iteco 12180DE.

An unusual exhibit was a 1,590kg Komatsu LC08M-1 mini crane. While no longer in production the 800kg crane sported a range of impressive features for its size, including a 5.1 metre all hydraulic boom and hoist with 43 metres of cable storage.



The Komatsu LC08M-1 mini crane's tracks extend from 850 to 1,580mm while the counterweight extends hydraulically.

Chinese manufacturer Dingli had several aluminium self-propelled machines at the show on different stands and in different liveries.



A 14 metre Dingli dual mast self propelled vertical lift on the Faraone Netherlands stand.

Alp Lift which imports Airo scissors and booms has taken on the Dingli scissor lift distribution for Holland and Belgium. The two units on show - a classic 20ft narrow and 26ft/46inch model - looked impressive in terms of quality and finish and as good as any Chinese-built scissor lift we have seen to date.



The 20ft Dingli JCPT0808 and JCPT1012 narrow scissor lifts on the Alp Lift stand.

Heli demonstrated the Guerenuk 500 telehandler mounted glass manipulator. The battery powered unit is operated by remote control and features a short side shift mounted telescopic boom that luffs through almost 180 degrees, a short articulated linkage and further

control, while two rotators add a wrist action to the vacuum frame.



The Guerenuk 500 telehandler mounted glass handler on the Heli stand.

Kraan en Truck Service showed one of 18 CMC new truck mounts that it has sold to rental company Boels. The order, which follows six units that it acquired last year, includes four TB200 articulated booms, 10 PL 210/212 straight telescopics and four PL190 straight booms.



A 20 metre CMC TB200, one of 18 new truck mounts ordered by Boels

Other companies reporting sales included Aillift Michielsen which took an unexpected order for three GSR truck mounts and Eurosupply.



Ruthmann took the opportunity to launch its new TB270 and TBR200 models in Holland.



The new MEC 40S Titan Boom



Patrick Biasin, previously general manager of ATN, the French mast boom manufacturer, recently joined was Skyjack. Biasin covers the whole of France as district manager from his home base in Tonneins.



Collé had an impressive stand that included several Palfinger platforms including this P260 on a 3.5 tonne chassis.



There were several tracked mini cranes including this 17.4 metre reach, 4 tonne maximum Hoeflon C610.

100 tonne Grove for Walker

Tuxford, Nottinghamshire-based transport company Walker & Son has taken delivery of a new 100 tonne Grove GMK4100L. Founded in 1954, the company is best known for its distinctive red and cream trucks, however it also has a fleet of eight mobile cranes ranging from a 12 tonne Iron Fairy to its new 100 tonne 'flagship'.

The GMK4100L's 60 metre main boom tops the company's previous largest - Liebherr LTM1080/1 - by a full 12 metres while offering some significant increases in capacity.

"Our new crane will enable us to carry out heavier lifts and longer reaches, for work such as in power stations, collieries and petrochemical sites that we would have previously had to cross-hire," said Walker's crane hire manager, Bob Wilson.



Walkers new flagship, the Grove GMK4100L

All tired out

Canadian-based rubber track manufacturer Camoplast has acquired Luxembourg-based material handling tyre, wheel and rubber track producer Solideal. The deal should be finalised later this month.

The merged company, Camoplast Solideal Inc, will become one of the world's leading producers of industrial tyres, rubber tracks and undercarriages with a particularly strong presence in solid wheels and tyres for material handling equipment.

Solideal and Camoplast brands will continue to be managed independently. Camoplast Solideal will operate R&D and manufacturing facilities in North America, Europe and Asia, with a workforce of about 7,400 employees.

Terex wins US Marine telehandler deal

Terex has won an \$18.9 million contract to build 200 Terex TX51-19MD, 5,000 lb capacity, Light Rough Terrain Forklifts (LRTF) telehandlers for the United States Marine Corps.

The initial delivery of more than 100 units is valued at around \$9 million. The Marines first acquired the TX51-19MD LRTF, a militarised version of a commercial model in 2001 following extensive trials. The unit is designed to meet the rigorous demands of the USMC which includes fording, beach operations and helicopter transportation.

Thomas Manley, vice president, Terex government programs said: "We have been fulfilling military contracts for nearly a decade and the Corps has been one of our most loyal customers. They are demanding because of their mission and they deserve the best we can provide."



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- **Abdullah Ali Kanoo**, 83, chief executive of the **Yusuf Bin Ahmed Kanoo Group** passed away on October 10th.



Abdullah Kanoo

- German-based **Power-Lift** is offering to make PDF files available for all old **UpRight** and **Snorkel** lifts back to 1970.
- The US crane operator certification business **NCCCO** has won its litigation against the **California Crane School**.

- French-based lifting and transport company **Dufour** has purchased a new **Kobelco CKE2500-2** crawler crane.

- Tower crane electronics company **SMIE** has confirmed **Jean-Charles Delplace** as its new managing director.



Jean-Charles Delplace

- **Caterpillar** has informed its dealers that it plans to implement a two percent price increase in January as business improves.

- **WesternOne** of Canada, is rebranding its **Volvo Rents/Deerfoot Rents** and **On Site Equipment** acquisitions and dropping the **Volvo Rents** franchise.

- **Bigge Crane and Rigging** is relocating its east coast Head Quarters to a larger facility in Richmond, Virginia.

- **Cargotec** has won two contracts to refurbish and upgrade ship-to-shore cranes at Port Klang.

- The UK's **Access Link** held its autumn meeting at the **Terex/Genie** assembly plant in Coventry in September.



The Access Link

- **GGR** held an open day at its Blantyre depot in Scotland in late September to introduce its latest lifting equipment.

- This year's **IPAF Professional Development Seminars** in the UK attracted a record number of delegates.

- **Manitowoc** has appointed **UN Maskinservice** as the dealer for **Grove** mobile cranes in Denmark.

- **Demag/Gottwald** and **REFU Elektronik** have received German government funding to explore more efficient drivetrains.

- **Dovebid** is selling 64 **Fraco** and **Scanclimber** mast climbing work platforms by auction, with final bids due by November 30th.

- **Manitowoc** has appointed **Dave Hull** as senior vice president of sales and marketing in North America.



David Hull

- **Oil States Industries** has agreed a JV with **G&T Oilfield and Offshore** to manufacture **Nautilus** cranes in India.

- West Coast USA-based **Coast Crane Company** - the crane and access sales and rental company - has filed for Chapter 11 and is looking to restructure under a new owner **Clearlake Capital Group**.

- **Mark Yarnold**, UK key account manager for **Snorkel**, completed a 2,000 mile road trip in a fully loaded articulated truck in late September.

- **Terex Cranes** has appointed **Frank Bardonaro** as managing director of **Terex Cranes** in the Americas.



Frank Bardonaro

- **Harsco** has appointed **David C. Everitt** of **Deere** and **James M. Loree** of **Stanley Black & Decker** as non-executive directors.

- **Socage** will launch a new 28 metre truck mounted lift, the **DA328** at **SAIE** in Bologna this October.

- **Asthead's** US rental operation **Sunbelt Rentals**, has opened its first branch in Oklahoma, Yukon on the outskirts of Oklahoma City.

- **Lavendon UK** is requiring all managers to take an Institution of Occupational Safety and Health (**IOSH**) course.

- **Torgny Eriksson**, a non-executive director at Finnish rental company **Ramirent**, has died aged 63.



Lavendon IOSH

- **Vp**, owner of **UK Forks** has announced the departure in November of group financial director **Mike Holt**.

- **Harsco**, the owner of **SGB, Hünnebeck** and **Patent Scaffold** - now **Harsco Infrastructure** - has completed its bond offering.

- UK-based **Generation Training Services** has added a mobile training unit to its range of access related training services.

- Rental and asset management company **Result Group** has appointed **Steve Eldred** as its new European projects director.

- **Robert G. Bohn**, chairman and chief executive of **Oshkosh**, owner of **JLG**, will retire at the end of the year. President **Charlie Szews** will take over his role.



Robert Bohn

- The National Commission for the Certification of Crane Operators (**NCCCO**) has launched its **Rigger Level II** certification.

- UK-based **One Stop Hire** has opened a new location in Widnes, Cheshire, its largest location to date.

- Suspended platform specialist **Spider**, has appointed **Frank Roberts** as district sales representative in St Louis.

- **Scott Powerline Equipment** of Monroe, Louisiana has delivered an **Elliott 30105R** boom truck with work platform, crane and rock drill to the **American Salt Mine Company** 470 metres underground.

- **E.S. Access Platforms** has been placed in administration and it is likely that its assets will be sold off.

- **JCB** has agreed a financial settlement from one of the 'Asian' companies that it accused of copying its products at **Bauma** in April.

- **Skyjack** has sold off the spare parts rights for its straight mast RT fork truck line - previously built by **Ingersoll Rand**.

- Dutch rental company **Riwal** had its premises searched by police following a war crimes accusation.

- **Lavendon** chairman **David Hollywood**, has resigned and is succeeded by **John Standen**, the company's senior non-executive director.

- **Snorkel Deutschland** the new master distributor for Germany has sold its first units - two articulated **A46 JRT** boom lifts - to **Roggermaier Arbeitsbühnen**.

- Heavy lifting and transport company **ALE** has formed a new marine engineering and operational services division **ALE Marine Engineering**.

- UK crane specialist **Ainscough** has appointed **Julian Dyer** as heavy crane sales manager for the UK South region while **John Lewis** previously of **Venture Lifting** joins its Bristol depot.



Julian Dyer

- **Aerial Platforms** has recently moved from the **Access Link** to the **Access Alliance**.

- **Konecranes** was strongly rebuffed by **Demag Cranes** in September after making a takeover/merger approach.

- The **Crane Industry Council of Australia (CICA)** has appointed three new directors to its board - **Cheryl Woodhart** of **RMB Engineering**, **Dean Short** of **Freo Group** and **Ray Brenton** of **Thiess**.

- **Kranlyft** has appointed **MiniCrane Co**, a new company within the **Sevzapkanat Group** as the new **Maeda** distributor for Russia.

- Australian-based **Stephensons Cranes** has been fined **A\$65,000** and ordered to publicise the facts of the case following a lifting accident.

- **Tat Hong** has completed its full acquisition of **Tutt Bryant** the Australian crane rental and sales company and delisted it from the **ASX**.

- UK crane hire company **Ainscough** has appointed a new marketing manager, **Victoria Tonge**, responsible for advertising, internal communications and PR.



Victoria Tonge

- A new crane operator training company **IS Training** has been established in the UK this summer, based in Preston.

- **Gerhard Flesch** of German access specialist **Flesch Arbeitsbühnen** celebrated his 70th birthday with customers and friends earlier this month.

- **JLG** has decided to pull out of **ARA/Rental show 2011** in Las Vegas citing its proximity to **Conexpo** as the reason.

- **Harsco Infrastructure**, (**SGB, Hünnebeck** and **Patent**) has opened a prototype 'super centre' location in Las Vegas.

See www.vertikal.net news archive for full versions of all these stories

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Chicken or egg?

In a typical 'chicken and egg' situation there will always be a discussion as to which came first - the larger capacity crane or the longer, heavier component that needs lifting? In last month's feature on big crawler cranes we asked whether the new breed of 3,000 tonne plus capacity cranes from the major manufacturers had a useful role to play or whether the mega lifts were better suited to the growing number of 'big lift' alternatives and indeed whether this was the way forward? We take a look at some of the latest big lift machines and assess their pros and cons compared to crawler crane as well as looking at some interesting European heavy lifts.

With Manitowoc's new 2,300 tonne 31000 in final stages of testing and Liebherr's LR13000 in the process of having its main boom mounted, it won't be many months before all three of the major crane manufacturers (Terex, Liebherr and Manitowoc) have a 'conventional', large capacity (2,300 tonnes to 3,200 tonnes) crawler crane available for delivery.

Out of date crawlers

But in the time it has taken to develop these latest mega crawlers, have they been eclipsed by the 'heavy lift' alternatives offering capacities up to 5,000 tonnes?

One fact that is certainly true is that buyers are not exactly hammering

at the doors of the majors to get their hands on these big beasts. Quite the opposite in fact with orders for the big crawlers (although never going to be high) lower than expected. This weak demand is more surprising given that most manufacturers developing and building limited edition large cranes tend to develop the machine in conjunction with 'guaranteed' end-user partners i.e. a lead customer that is willing to take at least the first machine. Al Jaber was the design partner and owner of the first Terex Demag CC8800-1 Twin, Bulldog Erectors for the Manitowoc 31000. Liebherr on the other hand appears to have chosen a different course and does not yet have a firm order.



Liebherr's 600 tonne capacity LR1600



The new Manitowoc 31000 undergoing final testing

But should Liebherr be worried?

Well there has been a global downturn in crane demand, although the sector for large crawler cranes has performed better than most. But is there also a shift away from the main line crane manufacturers to the 'heavy lift' alternatives from companies such as ALE, Sarens, Mammoet and Lampson, mostly building for their own rental/contract operations.

One reason might be that most mega lift cranes tend to carry out lifts from a single prepared position. In such cases this makes the crawler undercarriage an expensive and un-necessary addition.

than the range topping models.

Travelling or tracking large crawler cranes (more than 2,000 tonnes) can be precarious - as witnessed by Lampson's accident with its 1,100 tonne Translift at the Black Thunder mine in Wyoming in 2008 - even if the ground has been carefully checked and prepared beforehand. Perhaps the crawler crane has found its true upper limit at around 1,800 tonnes, above which the latest generation modular lifters/cranes have the advantage?

Cost and delivery always play an important role in the choice of large lifting equipment. ALE initially decided to design and build its own heavy lifter after a total lack of



ALE purchased this Terex CC8800-1 earlier this year

On the other hand we can see from the Hartinger contract in Germany (page 20) space limitation means that the 'smaller' 1,200 tonne crawler may have to be fully rigged prior to the lift and then track into position. Or occasionally track with the load on the hook for a short distance as in ALE's Greater Gabbard offshore wind farm project which required the Terex CC8800-1 to track 35 metres across the fabrication yard with the 823 tonne jacket. However both these cranes had capacities considerably less

interest from the major manufacturers to come up with a solution to lift a 100 metre long, 3,000 tonne column which was required on a petro chemical contract in Saudi Arabia.

By doing its own design and build, it claims to have reduced its costs significantly, the design was specific for the required contract and the company had total control (as well as responsibility) of the build-time and delivery date. It also ended up with a unique crane that would give the company an edge

when pricing for heavy lift jobs. ALE also designed the crane in such a way that with minor modifications – widening the base for instance – a much larger 5,000 tonne capacity crane could easily be produced.

In-house advantages

For these larger, global lifting and transportation companies keeping it 'in-house' has its advantages. ALE's moves appear to have spurred its competitors into action and now most of the major players in this market – ALE, Mammoet, Sarens and Lampson – have designed a new range of cranes. Because of this it is difficult to see why they might be tempted to buy smaller capacity and possibly more expensive 2,300, 3,000 or 3,200 tonne crawler crane from the major manufacturers.

At this point we should clarify that while all four of the above heavy lift

companies have produced plans and designs for land based cranes above 3,000 tonnes, only ALE has in fact built one - the 4,300 tonne capacity AL.SK190 – and it is in the process of adding a second to its fleet during the second half of next year. The ALE SK is a more radical design than the Mammoet and Sarens 'ringer' designs, with the latest Lampson bridging the design gap between the conventional crawler and modular lifter by using two tracked undercarriages.

Basically the ALE SK uses its counterweight as its centre of rotation which the company claims provides a much better working envelope, as well as helping reduce the need to track to a different position. Because of the crane's different configuration the model numbering has been changed to reflect the way the industry



ALE's 190,000 tonne/metre AL.SK190 at its launch



The Mammoet PTC Maxima



Sarens 1,200 tonne Gottwald AK680

measures performance – so the SK190 and SK350 now mean 190,000 tonne/metre and 354,000 tonne/metre load moments measured from the centreline of rotation. Measured this way, even the smaller SK190 has a load moment about 19 percent and the SK350 more than 120 percent more than its nearest rival - the 160,000 tonne/metre Mammoet PTC-160DS.

"Big cranes from major manufacturers such as the Terex 8800 Twin are very wide machines and very difficult to move unless operating on a very open site," says ALE's executive director Michael Birch. "As well as having almost four times the load moment of the 8800, the AL.SK190 is much easier to erect, operate and transport and can be relocated on site by skidding or by self propelled modular transporters (SPMTs) when fully assembled and rigged."

Both SK cranes are equipped with a standard quick winch system (150 metres/hour) for loads up to 600

tonnes and a strand jack lifting system (10 metres/hour) for loads up to 5,000 tonnes.

Traditional ringers

Mammoet announced the plans of the larger PTC-160DS (Platform ringer Twin boom Containerised crane) even before it had built its smaller brother - the 100,000 tonne/metre PTC120DS. Both cranes use a traditional ringer with rollers for slewing and use the same boom and jib configurations as well as the same counterweight and winches. The difference is the footprint with the PTC160DS having a 54.5 metre diameter ring about 10 metre larger than the PCT120DS.

Sarens new 3,250 tonne, 120,000 tonne/metre heavy lift crane – the SGC120 – is also a classic ringer slewing on a double ring track which sits on a load bearing mat system. The concept has apparently been in development with Rigging International for some but time development has been spurred on following Sarens acquisition of the



Liebherr's 3,000 tonne LR13000 shortly before having its main boom mounted

crawler crane in the world its projected lift capacity of a little more than 2,800 tonnes is a long way short of the 3,200 tonne Terex 8800-1Twin.

The Lampson LTL is unlike any of the European heavy lift cranes in that in true Lampson style it aims to combine the heavy lift capacity of a big ringer crane with the mobility of a crawler by using two, individually powered twin track crawler transporters - one at the front supporting the main boom and back mast, and the one at the rear supporting the counterweight.

The front crawler transporter unit increases to a 15 metre square with three metre wide track pads and Rolli-Flex rollers. The stinger, strut and counterweight frame will be similar to the LTL-2600, but will incorporate the ability to telescope between 24, 30 and 36 metre positions to significantly reduce the time to perform 'mode' changes.

The crane will be equipped new winches and stronger cable to provide a 50 percent increase in line speed. The LTL-3000 121 metre boom will have 6.1 x 4.8 metre cross section, but will maintain the Lampson pin together design concept. The crane will also have a 36 metre jib.

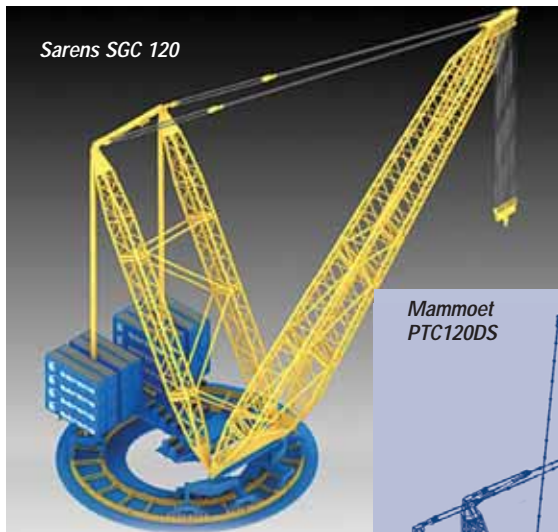
At least Lampson has a partner and first sale for its LTL-3000. Whether or not other planned heavy lifters see the light of day remains to be seen, particularly bearing in mind there will be three more conventional crawlers on the market in the coming months.

two of the largest 'bespoke' cranes in North America in 2008 – the VersaCrane TC36000 owned by Deep South Crane and Rigging of Baton Rouge, Louisiana and the Lampson Translift working at the Black Thunder Mine in Wyoming – means the initiative in the large capacity alternative crane sector is firmly on this side of the Atlantic.

New Lampson

However earlier this year Kennewick, Washington-based manufacturer Lampson signed a contract with Hitachi Transport for a newly designed crane the LTL-3000 – which has a lifting capacity about 20 percent more than the 2,600 US ton LTL-2600. The unit is being designed and built over the next 22 months specifically for the construction of a new advanced boiling water reactor at Higashidori NN-1 nuclear power plant for Tokyo Electric Power Company.

Although Lampson claims that the LTL-3000 will be the largest mobile



Sarens SGC 120



Mammoet PTC120DS

company last June. Work is scheduled to start early next year and performance examples include the ability to handle 600 tonnes at 100 metre radius.

The SGC120 uses up to six high power winches rather than strand jacks, with 61 tonnes of line pull and line speeds of up to 20 metres/minute making it more akin to a regular heavy lift crane.

And for applications requiring frequent movement, it can be mounted on a dual track rail system laid out to suit the job site.

The SGC120's load moment puts it firmly between Mammoets pair of PTC lifters but one major feature is its 90 metre luffing jib compared to the 43 metres available on the PTC machines.

The ALE, Sarens and Mammoet cranes can all be broken down to transport in standard 40ft containers and when set up on site, use similar sized reinforced containers filled with locally sourced materials for the 3,600 tonnes of counterweight.

The growth of these European heavy lifters and the collapse of



The Lampson LTL-3000 is said to have a lift capacity 20% more than the LTL-2600.



Has the crawler crane found its upper limit of about 1,800 tonnes?

ALE invests at the top end

Global heavy transport and lifting company ALE has been making further investments in its large capacity crane fleet. The most recent addition being its second 4,300 tonne AL.SK190 that it claims is the world's largest land-based crane with a load moment of 190,000 tonne/metres. Earlier in the year, the company also added a 1,600 tonne Terex CC8800-1 crawler crane at a cost of €11 million which successfully completed a record breaking inaugural lift at the Galp refinery near Sines, Portugal.



68 lines of SPMTs were used to transport the 1,457 tonne, 42m long reactor

in the UK - is set to be the largest in the world when completed.

The jackets - each weighing between 450 tonnes to 823 tonnes - had to be loaded onto barges before being transported and erected at the wind farm site.

The 1,600 tonne capacity Terex CC8800-1 was brought in to

up end the heaviest jacket, whilst it was tailed using Terex Demag TC2800-1 and CC2500-1 cranes.

Once vertical, the CC8800-1 - with full Superlift - transported the 823 tonne jacket 35 metres across the fabrication yard before placing the load onto a barge for onward transport.



superstructure counterweight, 60 tonnes carbody counterweight and 640 tonnes of superlift ballast - suspended at a 30 metre radius. A specially designed rail mounted ALE gantry was used for tailing-in purposes. The lift was close to the cranes 1,500 tonne maximum capacity for the configuration and is said to be the heaviest lift ever carried out by a single Terex Demag crane.

And on to the next job

The Terex CC8800-1s second outing involved up-ending and loading-out 35 jackets as part of the Greater Gabbard offshore wind farm project. The wind farm - located 23km off the Suffolk coast



Finding the right equipment for the job is often the key to success. When Karl Hartinger, the crane and heavy transport company from Warburg, Germany, was asked to lift 30 metre long cylinders onto a 108 metre high chimney in Kessel, Germany it selected a Liebherr LTR 11200 equipped with 84 metres of luffing jib. Because of the lack of space, the luffing jib had to be erected outside the site and the crane tracked into position fully rigged. The narrow-track crawler proved to be the ideal crane to negotiate the narrow access passage and tight working area and carry out the lift.

The record breaking lift was at or close to the CC8800-1s maximum capacity for the configuration.

Record breaking lift

The Sines job involved the transport, lifting and installation of a 1,457 tonne, 42 metre long 5.5 metre diameter reactor. The move from Sines docks to the refinery - a distance of nine kilometres, was completed with 68 lines of SPMTs (Self Propelled Modular Transporter) and is said to be the heaviest load ever moved on Portuguese roads. Overhead restrictions forced the load to take a deviation through a mine area with inclines of up to 10 percent.

Once the vessel was on site the new CC8800-1 worked at a radius of 13.1 metres with a 60 metre main boom. The counterweight included its full 295 tonnes of

The Terex CC8800-1 had to load-out 35 jackets weighing between 450 to 823 tonnes



Historic SS Robin lift

Ainscough Crane Hire has used two of its new heavy lift lattice boom truck cranes – an 800 tonne capacity Liebherr LGD1550 and 600 tonne Terex Demag TC 2800-1 - to lift the historic ship SS Robin from Lowestoft's dry dock for the SS Robin Trust, ready for its journey to the River Thames in London, where it is set to become a floating museum.



The LGD1550 was rigged at 33 metre radius while the TC 2800-1 worked at 34 metres. The two cranes carefully raised the 300 tonne, 44 metre long, seven metre wide ship from the dock's slipway and placed it onto a floating dock/pontoon.

Built in 1890, the London-built SS Robin is the world's last remaining steam coaster and needed to be lifted on to a pontoon for its return trip to London following a £1.9 million restoration. The SS Robin is a unique piece of maritime history, listed on the National Historic Fleet register and regarded as one of the most important British-built ships.

Gary Bowler, Ainscough Heavy Cranes contracts manager said: "This was a complex lift, which needed to be planned to precision to protect this unique piece of maritime history. We needed to lift the vessel from a four degree incline on the slipway and used a specially designed rigging system to level the load before positioning it on the



C&a heavy lifting

pontoon – ensuring no unnecessary stresses were put on the structure. The SS Robin is an important part of our national heritage and it was an honour to be involved in the project."

Project management consultants Kampfner bought the historic vessel for £1 from the owners of the Cutty Sark 10 years ago and founded the SS Robin Trust leading a technical team of East Anglian and London-based marine consultants, engineers, naval architects and shipwrights in a unique historic ship conservation project.

David Kampfner, project

director, said: "This irreplaceable Grade 1 listed vessel is the only one left of her type and will now be saved for the nation. We are delighted that this technically challenging lift was a huge success and an important milestone in the conservation of this listed historic ship."



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Double bridge replacement

Sarens UK - working for design and construct management contractor BAM Nuttall - recently completed the replacement of two, three span, six deck Network Rail bridges between Arundel and Amberley stations in West Sussex, England.



The sites located on two adjacent farms, were on the same line and less than a mile apart in low-lying flood plain farmland bordering two Sites of Special Scientific Interest and within a Site of Nature Conservation Importance.

Sarens used two truck mounted lattice boom cranes - a 1200 tonne capacity Gottwald AK 680-3 fitted with 101 metres boom, and 250 tonnes of Superlift ballast and an 800 tonne capacity Demag TC 3200H fitted with 78 metres of main boom and 250 tonne Superlift ballast.

The six month preparation included constructing two temporary roads, ditch crossings, crane foundations and building the new bridge components, cable slewing and

scaffolding. All were completed in readiness for the double bridge reconstruction which had to be carried out during a 74 hour, bank holiday weekend railway possession slot. Work that had to be completed included the removal of the old track, the two existing bridge decks, the cutting of the existing abutments and piers followed by the installation of four new cill beams, eight ballast walls, new bearings and 12 new decks, slewing existing cables into new trough routes and the laying of new ballasted track over both bridges.... No time for napping then!

The project was successfully completed without any incidents or accidents ahead of programme offering Network Rail a large cost saving. The value of the work within the weekend possession alone was more than £3 million.

Difficult access

Access to site was particularly challenging because of the narrow, rural roads and travelling across the flood plain ground. Two, 800 metre long temporary roads were constructed to cope with more than 2,000 vehicle movements, including the large cranes and steel deck



One of the two bridge replacement sites

transporters. More than 13,000 tonnes of locally sourced recycled aggregates were used to construct the raised roads across the flood plain (which included streams and ditches) so that no oils or fuels could contaminate the surrounding area. At the end of the project, the temporary road was removed and the aggregate sold back to the supplier for re-screening and re-use.

The poor ground also necessitated the design and construction of temporary foundations for the cranes to work from, which included steel grillage systems to minimise the amount of excavation. All the concrete casting of the decks, cill beams and ballast walls was completed on site due to the restricted road access.

Automatic guided concrete cutting wire techniques reduced the level of the existing piers to receive the new bearings allowing for precise and efficient cutting to a depth that traditional saws could not reach. Furthermore noise and dust emissions were considerably reduced.

The new bridges are easier to maintain with the new ballasted track giving greater flexibility than the original which was fixed to the decks, while the new bearings can be replaced separately.

This crane was well set up in terms of mats, but the engineered aggregate platform- located near a stream was compromised by heavy overnight rains and collapsed when the weight went over the outriggers closest to the edge.

Sustainability and environmental

The new construction provides two new bridge decks with a lifespan

of 120 years. Extensive ecology reports and surveys costing £50,000 were undertaken before and during construction works. Construction methodologies were altered and pro-active ecology measures such as bat boxes were installed along the access roads, greatly benefiting the local bat population.

Substantial river protection measures were also used across the site, such as spill equipment, safety boats and containment booms. Scaffold was erected under the existing decks within the river's tidal zone and the demolition was programmed to be carried out at low tide with the scaffold temporarily encapsulated to contain all debris. The site also adopted a dual generator system, which switched to a smaller generator when less capacity was required, considerably reducing the diesel required.

Health and Safety

The tight schedule and with more than 300 personnel (including 36 from Sarens) from 32 different contractors on site and over 10,000 man hours worked, meant that the risk of accidents was high, however none were recorded.

£500,000 savings

The scheme was completed ahead of schedule within the critical, high risk 74 hour main possession with no delays to passenger services.

Value engineering throughout the contract ensured client cost savings of £500,000, thanks to the road material recycling, generators, steel procurement, pre-casting concrete on site and using multi-skilled resources to undertake the work directly rather than using subcontractors.

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Halving accidents overnight

It is a plain and simple fact that the majority of crane and aerial lift accidents are caused by a few common errors. The two greatest causes are contact with overhead power lines and incorrect outrigger set-up/ground failure.

When it comes to general crane and lift work rather than overhead utility work, poor outrigger set-up is by far and away the biggest killer.

If only all crane and aerial lift users would ensure that they fully understood the need to a) extend outriggers properly and b) to spread the outrigger load over as wide an area as possible, we would cut accidents in half overnight.

The puzzling fact is that in spite of the clear evidence that some simple set up rules will prevent most outrigger related accidents, their frequency shows no sign of letting up. To get the average person on the street to understand a couple of basic rules would take about 10 minutes and would stop at least 75 percent of all outrigger accidents. These are:

- Always put the mats supplied under the outrigger pads
- Always extend the machine's outriggers to their full width and ensure all of them are loaded (the mats will not move if they are loaded!)

While that is not the end of the story, this highly simplistic approach alone would prevent the majority of accidents. Over the past four years we have been sent hundreds of accident photographs, a large number of them clearly caused by ground failure and outrigger set up. In the vast majority of cases either no outrigger mats of any size were used, or the outriggers were not fully extended or not even deployed.

Moving on from the basic rules

It is said that you can't make any machine 'idiot proof' and that is an irrefutable fact of life. However it ought to be possible to teach an idiot the two rules above in no time at all.

The next simple message that would pick up a further few percent or so of accidents is: "Avoid setting up near to a bank, just as you would not park your car on the very edge of a cliff." Putting a load onto something that regularly crumbles into the sea or a river makes no sense at all.

Finally for the more complex set-ups such as where limited space requires a machine to use partial outrigger set up, if the operator is not totally familiar with the machine's load charts and rated load indicator programmes, he should not be in the cab in the first place. But for the sake of our simplistic exercise – you could forbid such an operator from partial outrigger set-ups and send a more skilled individual to such jobs.

The point of the above exercise is not to provide a real life set of operators' instructions, but simply to illustrate how it should be possible to slash the risk of overturning accidents caused by poor outrigger set-up.

So why do we still have so many outrigger/ground related tip overs?

So if it is simple to train operators in the very basics of proper outrigger set-up, why do we still have so many accidents?

Automatic safety

While it should be relatively straightforward to set the machines outriggers correctly and to



If operators would only use the mats provided, regardless of ground conditions tipping accidents would be significantly reduced



Accidents relating to poor outrigger set up show no sign of slowing up



In this accident a two shift scenario caught the operator unaware that his rear outriggers had been left in the retracted position

Two main reasons:

- Laziness/bone idleness - call it what you will, all too often the operator figures that the ground is firm enough so thinks 'I can't be bothered to lug those mats down from the deck or from their storage brackets.' When his crane has overturned causing hundreds of thousands of pounds of damage or worse still people are seriously injured or dead – he will wish that he had bothered to use them!
- Total ignorance of the need for them, usually coupled with an absence of any on the machine. In such cases it generally reflects back on the owner or employer a) in not training the operator properly and b) in not bothering to ensure that mats were provided.

remember to use decent mats, one aspect of the process looks like becoming entirely automated. An

increasing number of aerial lifts and cranes are now being fitted with automatic progressive sensors on the outrigger beams and pressure sensors on the outrigger jacks.

This ties in well with the increasingly versatile but more complicated load charts for cranes and lifts that allow multiple outrigger positions, including asymmetric settings. The provision of full outrigger sensing and automatic load chart selection seems like a good idea and could be a definitive aid to safety. For aerial lifts an increasing number of machines will limit or extend the outreach depending on the size of the outrigger base and the weight in the platform, something that is unquestionably advantageous and simple to use.

Load sensing specialist Moba is planning to introduce a new ultrasonic outrigger beam position sensor that will make it easier for manufacturers to build reliable position sensing into their products. The device sends a sound beam from the box end to the beam end of the outrigger assembly. The benefit is that nothing but a total sealed blockage of the inside of the box and beam will disrupt the signal, allowing the device to be fitted to existing machines without fear of disruption from internal hoses etc.



Here is an excellent set up with the mats stored close to the outriggers, with a ramp to help load and unload them. Behind is a neat storage locker for cribbing timbers

Taking control away

There will be those who argue that such devices take yet more control away from the operator. This is the same debate that we saw in North America over the implementation of Load Moment Indicators in the 1980's and 1990's. The fact is that operators need to be aware of and fully understand the need for correct outrigger set up. And anyway these automatic devices will only solve half of the problem - they will not detect the presence of a decent outrigger mat under each jack pad. However once widely fitted they should put a stop to the idiots who don't extend the outriggers at all or forget that they have not extended the beams behind them when they do an unplanned slew in that direction. Perversely the greatest danger might come when the majority of cranes and lifts are so equipped, causing accidents with those that are not?

So the need to hammer home the importance of outriggers will remain as important as ever.

Good mats well placed

One of the best things a crane or truck mounted lift owner can do is to purchase a decent set of outrigger mats suited to the size of the crane or lift. For cranes of 80 tonnes and less and all but the very

largest truck mounted lifts a set of high quality polythene/nylon or proper wood mats with a diameter of around 600mm/2ft will cover most eventualities with 300mm for the smaller truck mounts and trailer lifts and 800 to 900mm mats for larger units or for mid-sized machines on very soft ground.

Once the mats have been sourced they need to be stored on the machine and if they are to be used regularly the storage points need to be well placed and designed to allow the pads to be removed and replaced easily. This is particularly true of the larger ones. With manual lifting regulations restricting the weights that a single person should lift, the larger mats will benefit from a design that makes it easier to roll them out of their storage pockets.

Cribbing

On all but the smallest cranes and lifts, a few decent timbers used for cribbing can compensate for slopes or depressions or further spread the load by placing them under the regular mats. Once again good storage for these will ensure they are ready to hand and looked after. In the UK the Health & Safety Executive will stop a crane or lift if they see old split scraps of wood being used in place of mats or proper cribbing so not dealing with this issue can be costly on many levels.



Cribbing like this is highly dangerous



This mat actually clips on to the machines outrigger pad



This neat little mat is used with van mount stabilisers rather than outriggers



While the use of wood squares is frowned up in some circles, it is far better than nothing and is a practical solution for lifts that simply require stabilising, or for firm ground.

Working on built-up platforms

This crane was well set-up in terms of mats, but the engineered aggregate platform - located near a stream - was compromised by heavy overnight rains and collapsed when the weight went over the outriggers closest to the edge.



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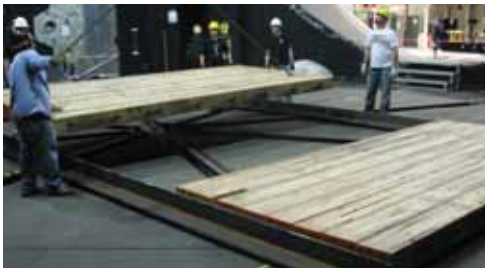


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Assessing mobile crane hardstands

Hardstand consideration and outrigger load spread continues to be a subject of protracted debate. Mike Allanson, operations manager for BFL Alimats and an Appointed Person (AP) for more than 15 years offers an interesting perspective.

After fifteen years of working with mobile cranes, it still surprises me how fragmented we are as an industry regarding ground assessment and outrigger loadings.



Mike Allanson

Having previously worked for a company which suffered mobile crane overturns caused by ground failure – I witnessed the aftermath and was also involved in one of the investigations, which left quite an impression on me. Fortunately, none of them resulted in injuries, due to good luck rather than good planning. Whilst I did not plan any of the failed lifts these experiences planted the serious seeds of concern which led to me to team up with Chris Massey of BFL to develop the Alimats system five years ago.

I find the topic of ground consideration fascinating, thanks to the variety of differing opinions on the subject. When asked about the suitability of our three square metre mat area for a particular lift, it can be difficult to respond when prospective clients use such varied methods of calculating the proposed mat area.

We have noted a marked increase in demand for our mats in recent months, some of which is undoubtedly down to increased engineering input into ground load

bearing assessments. Safety factors are increasingly being applied by the specialist engineers as an integral part of their ground bearing capacity considerations. Some AP's not familiar with obtaining such detailed information are also unwittingly applying their own additional safety factors. This has resulted in some eyebrow-raising, huge mat requirements for relatively small mobile cranes, which threatens to undermine the current trend of improving standards regarding hardstand assessments and information provision from clients.

Contractors and AP's alike - reflecting on the clearly excessive conclusions of some of these 'calculations' – are questioning the merit of 'doing it properly'. We need to question the methodology rather than the need to obtain solid engineering input for a crane's hardstanding, which we should all encourage.

Inconsistent outrigger load calculation – an old concern

Temporary works engineers are often frustrated at the apparent inconsistency of outrigger load



The standard 3m² Alimats outrigger mat system

information provided by AP's. For a near identical lift using the same crane, it is not unusual for the engineer to be given an outrigger loading of say 20 tonnes by one AP and 50 tonnes by another. The problem stems from the different methods of calculation used. Guidance regarding the various calculation methods remains sparse, leaving many AP's to follow what they were taught during their training.

The three most common methods are:

- Actual predicted outrigger loadings from crane manufacturer's charts and software (e.g. Liebherr's LICCON system, Cranimax / Cranimation, etc).
- 75% of the gross weight of the crane plus the weight of the load, applied through a single outrigger
- 100% of the gross weight of the crane plus the weight of the load, applied through a single outrigger

All three have their own rationale and merit, but the end results are

drastically different – in some cases more than double. This is because actual predicted outrigger loads do not automatically include an additional safety margin (recommended for all lifts), whereas the other methods do, albeit not a defined factor.

Whilst many AP training courses advocate the 75 or 100 percent methods, it is clear that the actual loadings will be considerably less. The perceived wisdom behind this approach is that planning for the absolute worst case scenario will guarantee a satisfactory conclusion. However when a specific load bearing capacity is provided by an engineer, it normally already includes a significant factor of safety. When this is combined with worst case outrigger loadings, the resulting mat requirement can be unnecessarily large, impractical and uneconomic. So where a specialist engineer has calculated the loadings with a safety factor, the AP would do well to work with actual predicted outrigger loadings. This will result in a sensible, economic and safe specification of outrigger mat sizes.



In this example it is clear that the AP has worked closely with the contractors engineers



The short Alimats in four module set up

Some AP's already work in this way - particularly those who work directly for crane hirers - while many others continue to use the 75/100 percent methods which have evolved due to a widespread lack of engineering input into hardstands, leading to the adoption of worst-case planning by APs seeking a comfort factor.

Contractors are subsequently asked to prepare the hardstand to suit these worst case outrigger loads. The problem is that they are likely to be excessive, with requests for 80 tonnes per square metre and over not unusual. At the same time it is rare for contractors to confirm a bearing capacity of more than 30 tonnes per square metre where a specialist engineer is involved. Indeed sub 20 tonnes per square metre seems to be becoming the norm. If a contractor does sign-off a lift plan noting excessive requirements, the AP should probably question the competency of his engineering assessment. Instead many AP's take the view that signature is king, regardless of the competency of the person signing or lack of evidence to back up the signature.

Lack of ground load bearing information – still a major problem

An increasing number of contractors are developing a more proactive approach regarding

hardstand capabilities. This is leading to increased specialist engineering input and a growing demand for larger mats, as ground bearing capacities are considered in more detail. However, a large number of contractors still provide little or no information, regardless of their legal and contractual obligation to do so.

AP training courses tend to assume that a hardstand bearing capacity has been provided by the client and rarely provide training on how to deal with an absence of such information. The result is a complex cocktail of self-assessments using CIRIA C703 outrigger foundation area charts, along with the 75/100 percent methods and visual evaluation based on previous crane use experience etc...

A 'no information-no lift' policy would be utopia, but in the real world there will always be clients who cannot be expected to provide such information, such as a domestic customer requiring a hot tub lift. It is therefore important that AP's are able to use their judgement and have methods such as those outlined in CIRIA 703 to apply to such cases. Other clients such as contractors, could and should significantly improve the provision of ground bearing information to AP's. If the AP is not happy with the level of information provided,

"No information – no lift" would be the ideal situation.



they should not, in theory, proceed with the lift. Certainly some AP's simply don't try hard enough to obtain the required information, after all, if you don't ask you don't get.

Safety factors are the latest buzz word

AP's and specialist engineers need to ensure that overly cautious outrigger loadings are not used where adequate safety factor are already included in the ground bearing calculations. The engineer will get it in the neck when clearly excessive mats are used, but they can only work with the outrigger loadings provided by the AP. Many AP's are not used to working with specialist engineers and some are not familiar with actual predicted outrigger loads. Perhaps training providers could offer additional options for this element of crane planning? I am sure demand would be high for a one day course on the subject. Apart from being of great benefit to AP's who are uncomfortable with self

Equally, we need to ensure that when a specialist engineer is not involved, a suitable stability safety factor is incorporated into the ground assessment and mat area calculation. Actual predicted outrigger loadings should only really be used in combination with an appropriate stability safety factor. CIRIA C703 – Crane Stability on Site outlines the safety factor recommendations, but some AP's are either not aware of the requirement or choose to ignore it.

If a company has historically planned lifts without additional stability factors, it can be difficult to start including them for commercial reasons - who will pay for the larger mats?

The encouraging news is that as contractors become more aware of their responsibilities to ensure that ground considerations are addressed, they are also increasingly prepared to pay to ensure adequate outrigger load



assessment, it would be of interest to scores of contracts/site managers looking to obtain a better understanding of their responsibilities under CDM.

Bigger mats - or better ground?

Some temporary works engineers reason that if there is a need for a mat area of more than 3m² for sub 100 tonne mobile cranes, you will struggle to justify driving the crane into position if you were to check the axle loads applied through the wheel footprint. For this reason, an increasing number of specialist engineers will work to a maximum mat of three square metres and enhance the hardstand with additional capping formation if required. AP's appreciate engineers working this way, rather than specifying ever larger mats, which causes logistical problems for all concerned.

spreading. Indeed many crane hirers are beginning to regard mat provision as a better earner than the crane itself. The same applies to lifting sub-contractors.

I am not a fan of ambiguous guidance or regulation for regulation sake, but it is clear more needs to be done concerning crane stability and ground assessment. We must ensure that as we address the issue, we are not over-zealous or it could prove counter-productive as clients reflect negatively on the wisdom of providing decent ground bearing information. We should all try to encourage the provision of better information and support AP's as they strive to obtain it. We should also encourage honest debate on the subject and work together to improve standards and protect the safety of the site operatives, the reputation of our companies and ultimately our livelihoods depend on it.



Timber mats

Timber is still a popular choice for large outrigger mat areas, although the days of using old railway sleepers (railroad ties) has now long gone.

The market today is served by a number of companies - mostly of Dutch origin - which import highly sophisticated products, machined with lifting brackets/eyes, chamfered edges and bolted together to produce wider units. Some suppliers use a combination of hardwoods within a bolted mat to improve durability and enhance performance.

In recent years the availability of an increasingly widespread rental service for mats, particularly the larger ones has proved attractive to crane rental companies and contractors. However it is for crawler crane mats where timber really comes into its own - there really is no alternative. Thicknesses vary up to 300mm, depending on how heavy the loading is likely to be, widths range from 200mm upwards with 200mm beams being bolted together to form larger units. Standard lengths are typically up to 12 metres - longer spans are

available usually by special order.

The big suppliers, Sarum Hardwood, Welex, Timbermat and GTP offer a range of services, including customising mats to suit the contract, while holding large stocks of mats for immediate delivery. The array of different timber used can provide a fascinating study subject in its own right. The key requirement is for a high-density, tight wood grain that will avoid splitting, decay and deformation. Preferred woods for heavy duty crawler mats include Azobe/Ekki also known as Red Ironwood, Mora, Wamara and Cumaru and Greenheart, while more familiar woods such as oak can be acceptable for outrigger matting and cribbing.

Azobe and Ekki essentially different names for the same wood tend to come from Africa while the latter three are more South American. Guyana Timber Products (GTP) takes a slightly different approach to some of the other suppliers in



Timber is king when it comes to big crawler mats - note the aggregate platform below



A heavy duty 300mm x 1,200mm 12 metre long Greenheart mat

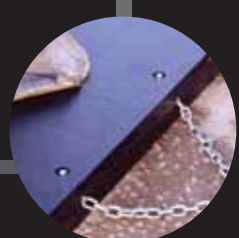
that it combines woods such as Mora and Wamara or Cumaru and Wamara to create a compound mat that provides a combination of hardness and durability, it sources all of its wood from state owned forests in Guyana.

All of the suppliers are committed to sourcing from sustainable sources and naturally this is becoming an increasingly important issue for many users. The fact that

the woods mentioned above are highly resistant to damage and decay does mean that they have a far longer life than most wood products. As the woods mentioned are extremely hard, they literally have to be drilled and machines along the lines of steel, most suppliers are equipped to do this either at their holding yards in Holland or Belgium or in the case of Timbermat in the UK.

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A mat system with a difference

Over past few years we have covered a number of different outrigger mat systems from wood to various polymers and synthetics to fabricated steel.

Alimats are different in that the mats are made from an aluminium honeycomb extrusion which is then treated with a thick non-slip paint finish. The paint not only provides a better surface for outriggers to sit on, but also hides the fact that they are made from aluminium, possibly helping reduce or even eliminate theft.

The mats or rather mat system have until now been available in a single size of 1,740 x 580 x 60mm thick. The mats click together and the standard configuration is to have three modules on the bottom and a further two on top at 90 degrees, to create a solid three square metre mat area. A shorter system with 1,160mm long by 580mm wide mats is now being introduced with three units creating

a 1.3 square metre mat area, ideal for loader cranes, aerial lifts, smaller mobile cranes or for larger cranes where higher ground loadings are permissible.

The longer mats are classically used in a three by two configuration to give 3m² surface area



The Alimat is an aluminium extrusion with a honeycomb lattice internal structure

The longer mats weigh 38kg each, while the short ones are just 25kg. The advantage is that they can be transported in the back of a van and easily set up by two men.

The company initially refused to sell the mats, preferring instead to rent them to crane companies, this changed earlier this year when it received a large order from the UK Fire service. It is now offering the mat system for sale and is seeking wider distribution.

Berry Crane Hire of Towcester, Northamptonshire was the first crane rental company to buy the mats, owner Neil Berry said: "I particularly liked the documented

justification of load spread capability which is increasingly requested by clients. Their ease of transportation is also a major advantage."



Alimat's new short mats are ideal for smaller cranes



A short Alimat in the boot/trunk of a car

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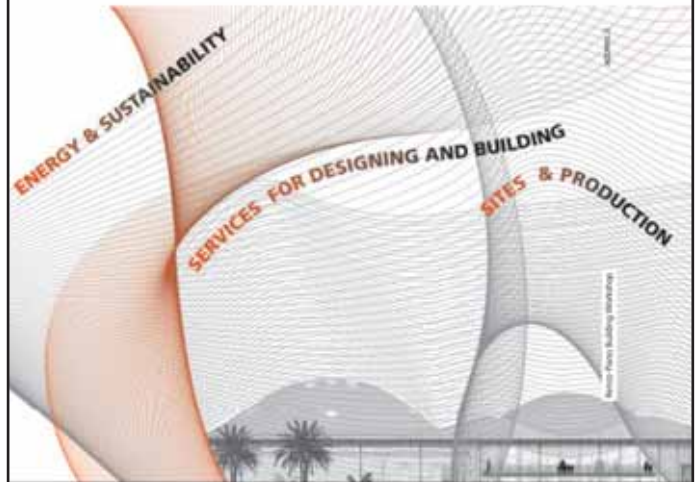
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Alternative RT scissors

Every large commercial construction project uses Rough Terrain scissors - the equipment of choice for cladding and roofing, sprinkler installation along with numerous other construction related work. The simple combination of a large working platform, stable workplace, decent lifting capacity and ability to cope with poor ground conditions makes the RT scissor the down to earth everyday workhorse of aerial lifts.

These very attributes make the large RT scissor lift unsuitable for more delicate maintenance and more dainty applications. As a result it is highly dependent on new commercial and infrastructure construction, a sector that tends to suffer badly in times of economic hardship.

In recent years, manufacturers have added numerous features and developments to big scissor lifts in order to gain a competitive advantage by offering attractive benefit-giving features and which may also extend the range of applications to which they are suited.

Working heights have increased to almost 35 metres, capacities have grown to 1,000kg and more, automatic levelling with and without outriggers is now possible, while tall narrow-aisle models have made an appearance. The latest trend is for battery electric powered 4x4 models and a range of lifts that while offering scissor lift features do not

use the traditional 'X' scissor type lift linkage. In spite of all these often very handy features, at the end of the day, the big RT scissor must 'do what it says on the tin' - offer a large stable working platform, with a decent capacity at the required height and not be phased by a bit of mud or uneven terrain.

At this point it would perhaps be useful to include what we consider to be a definition of a scissor lift category. And no it is not limited to those which use an X type scissor lift mechanism.

What's a scissor lift?

First a definition of what we mean when we are talking about scissor lifts in relation to powered access equipment.

"A scissor lift is one where the machine's working envelope moves in a vertical plane, with the main platform largely remaining within the chassis footprint."

Anything with a scissor stack obviously falls within the category



The RT scissor is the equipment of choice for cladding, roofing and sprinkler installation along with numerous other construction related work

as it can only go up and down - extensions and traversing excepted. There are however an increasing number of machines that offer all the attributes of a scissor lift - long platform, good lift capacity with a lift envelope that is largely limited to the vertical plane, but use a telescopic or sigma boom as the lift mechanism. While these are now strictly scissors, the key determinant is the user. If a contractor asks for a 30ft scissor lift, will he be confused if an SL30 sigma lift arrives on site? Or if he wants a 40ft RT scissor will a Manitou 150TP be deemed unacceptable? We are not talking small likes or dislikes here, the key point is will they do exactly the same job or not?

Conversely if a user calls and asks for a 40ft straight boom will he be happy if that same Manitou 150TP turns up? Of course not! While it has a telescopic boom and lifts to more than 40ft it is nothing like what the contractor had in mind and most likely will not do the job.

The scissors that are not scissors

These 'dissident scissors' include:

- Boom mounted platforms such as MEC's new Titan Boom 40S and Manitou 150TP and different again the new Merlo MPR15.
- Articulated sigma lifts such as the Snorkel SL Speed Levels, MEC speed levels and tracked Nagano ng90za

The SL sigma

The most senior of the mainstream RT scissor lifts that do not use a regular X type scissor stack are the sigma lifts. It was UpRight that took this into the high volume mainstream market initially with the SL20 launched in 1986. It had all of the specifications of the 'skinny mini' 20ft electric scissor lifts except for the X type scissor lift. It was quick to full height, was priced competitively and best of all did not require the ridiculous scissor guards that many European countries required at the time. It was hugely successful and at its peak in the



Merlo's high-speed MPR15

mid 1990's represented one in two 20ft scissor lifts sold in Europe. In the UK in particular users would call rental companies and ask for an SL20, rather than a 20ft scissor lift. It was only the arrival of the 19ft 'elevator' scissor lifts that killed off not only the SL20 but the entire 20ft sector.

UpRight then went on to introduce the SL26RT a much larger 26ft (later 30ft) 4x4 version with oscillating axle. On this model the simpler lighter weight sigma lift mechanism gave the SL26 a low weight, high power to weight ratio making it an exceptional RT performer. The Speed Level version came a few years later in late 1990. Poor timing – coming out as a deep and very long recession hit – destroyed sales after what had been a very successful unveiling. The concept has never really recovered from the set back. The current product now marketed under the Snorkel brand,

looks very similar to the original model, but is completely different and far more refined in every way. While the Speed Level is not fully appreciated in many markets, there are some areas where it is highly popular. Switzerland probably has the highest density and the lifts are the machine of choice for a number of applications, with tunnel construction and maintenance work being among the biggest, with leading access rental company Up AG owning more than 30 units. In 2009 Mec set out with the intention to build a better Speed Level. The resulting product certainly looks like a close copy. However one very positive addition that it did make to the concept was the development of a battery electric version which has found a solid following among certain trades. Mec has pioneered the battery electric RT scissor lift

*The Snorkel Speed Level
SL26SL*



concept in the USA with its range of large X type scissor lifts. With direct electric drive and big batteries the electric 4x4 has tremendous drive power along with the advantages of quiet, fume-free operation and lower running costs. Mec's latest speciality machine is the Titan 40S a scissor lift sector boom lift with massive capacity and platform rotation. Interestingly this new model is not yet available with battery power. Mec originally said that it was too big and heavy to be powered by batteries however Holland Lift has proved that is not exactly the case, having introduced a 34 metre, 35 tonne battery powered Megastar which is proving to have exceptional battery performance between charges.

The scissor on a stick

The notion of putting a big scissor-sized platform on the end of a boom originated in Japan with rental company Niken developing the idea in the mid 1980s. It initially built its own units but then a number of manufacturers began to produce them, including Tadano and Aichi. The problem with these units was their high gross weight - and therefore very high cost - to cope with the fact that they had unrestricted outreach.

UpRight developed a product in the early 1990's which combined the concept with its Speed Level system and limited outreach to keep the weight down. A prototype was built and tested but the deep recession of 1992 literally stopped the RT scissor lift market dead in its tracks. So UpRight diverted its attention to small machines, such as the MX19 and TM12, a decision which with hindsight proved to have been very wise. However it killed off the boom scissor project and when the market for RT scissors came back in the late 1990's UpRight was a more conservative business and went for a 'me too' X type RT scissor lift in the LX range.

The 43ft/13 metre platform height Manitou 150TP mirrors the original Japanese boom scissors and is very much like the UpRight that never saw the light of day. It uses a three section telehandler boom, has a restricted but healthy outreach at six metres and large, good capacity (1,000kg) extending platform. The only difference with the original Japanese products and the UpRight prototype is the use of telehandler type front stabilisers, which help keep the overall weight down.



*The electric drive
MEC 3084ES*

A more recent and smaller Japanese alternative is now available from Aichi in its 30ft/nine metre platform height WZ09ASM seen for the first time at this year's Bauma. Like its ancestors, it uses a non-slewing boom with a 3.1 metre by 2.02 metre, 180 degree rotation platform. Weighing a substantial 6.8 tonnes, its maximum platform capacity is 600kg when kept within 1.5 metres of the front axle but it is capable of up to four metres of outreach when the boom is horizontal, but capacity drops to an impractical 100kg.

Fellow Japanese producer Nagano offers a 30ft/9.28 metre platform height tracked unit, the NA90ZA. With 360 degree slew coupled with the telescopic upper boom and 180 degree platform rotation. There are very few platform positions that this machine cannot achieve. Whilst all this independent movement sounds like it might be complicated to operate, Nagano has a simple 'over-ride' switch that allows the operator to travel vertically and parallel to the face of the building or absolutely horizontally using just one lever for each operation, leaving the machine's electronics to sort out



The 13m Manitou 150TP has a 1,000kg capacity and extending platform

how this is achieved. Another nice feature is the 'moveable' undercarriage central track rollers allowing greater stability when travelling over uneven ground.

The Nagano lifts were introduced at the APEX show in 2008 and are available in Holland and Belgium under the Nagano brand. For the rest of Europe they are sold as Hanix machines, trading on the reputation of the established mini excavators although to date not many have been sold outside of Holland, where its dealer Kemp has delivered around 25 units.

The Titan

Mec announced its 40ft/12.2 metre platform height Titan 40-S at the start of this year shipping the first CE unit in September. The machine was originally targeted at masonry contractors and is said to combine the benefits of three machines into one. It has the combined capacity of a telehandler (1,800 kg to full height), the work area of an ultra-deck scissor lift (6.7m x

2.28m) plus some of the outreach and rotation of a boom.



The Nagano 'moveable' undercarriage



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MEC's Titan Boom 40-S

The Titan may well revolutionise the way some work is performed on site. Whilst the typical RT scissor can cope with a fair degree of rough terrain, its lack of outreach means that when working on external cladding for instance, the machine must work close to and parallel with the new building line which is likely to have been excavated and backfilled during the foundation phase. Not the best place for two wheels of a heavy machine to sit. Where the Titan, Merlo and Nagano type platforms score is the few metres of outreach gained by rotating the basket, allowing the machine to find more stable ground away from the building, as well as over-sailing any immovable obstacles.

With the 40-S basket capable of handling pallet loads up to 1,350kg as well as four workers and tools weighing up to 450kg, here is a machine that has the performance that may just convince a conservative construction industry and speed up specific tasks. The capacity gives the flexibility to



The Titan platform has a capacity of 1,800kg

perform work at height that would normally have required façade scaffolding or perhaps a small mast climber.

By sliding back a centre gate in either side of the Titan's guardrails, a pack of bricks or blocks can be placed in the special load area in the centre of the platform's deck. By using the eight metre telescopic boom, 1.8 metre sliding platform and 180 degree platform rotation the basket can be moved into precisely the right position to reach the work.

The Titan has a similar three steering modes to a telehandler - 4x2, 4x4 and crab steer helping it to move into position in confined spaces. Levelling is automatic and given that the lift is technically a boom with the potential to

experience the catapult effect, the platform is equipped with a running lanyard line on each side of the platform floor.



The Titan Boom's platform with special load area (yellow) and running lanyard line on each side

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The new Penny + Giles hand operated JC1500 joystick – with a high integrity contactless Hall-effect sensing system – is now available. Specific for single-axis operator control of cranes, aerial work platforms and other off-highway vehicle applications.

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The high speed big scissor

Merlo's foray into the aerial lift market continues with its MPR range of telehandler-based platforms and the introduction of the large platform, 1,000kg capacity MPR15 and MPR18 launched at this year's Bauma. With platform heights of 45ft/13.6 metre and 53ft/16 metre, the machines offer excellent working height and lift capacity.

The MPR's large platform also slews through 360 degrees to provide some outreach including lateral outreach over the side of the lift. The 4x4 chassis also features the same three steering modes as the big Mec, but nothing can compete with the MPR's 40kph road travel speed. While this new concept will have some application on regular job sites thanks to its manoeuvrability, high capacity and

extra outreach, it will really score on a number of specific applications such as aircraft on-apron inspections and maintenance; street light maintenance/light head change overs; pruning and trimming avenues of trees and short term RT scissor rental jobs where its ability to drive to the job may save transport costs.

The dissidents

Make	Model	Platform Height/m	Outreach m	Weight Kg	Platform Size/m	Max Platform Capacity/kg	Platform rotation	Levelling degrees
Aichi	WZ09ASM	9.0	4.0	6,800	3.1x2.02	600	180 deg	
Manitou	150TP	13.0	6.0	7,950	5.0x2.0 (6.5 ext)	1,000	N/A	8 S/S 8F/R
MEC	Titan Boom 40-S	12.2	8.0	10,860	6.7x2.28	1,800	180	10 S/S
MEC	2684ES	7.93	N/A	3,630	3.65x1.83 (4.57 ext)	770	N/A	14 S/S 10F/R
MEC	3084ES	9.0	N/A	3,630	4.27x1.83	680	N/A	14 S/S 10F/R
Merlo	MPR15	13.6		11,000	4.0x2.0	1,000	360	9 S/S 5 F/R
Merlo	MPR18	16.0		11,000	4.0x2.0	1,000	360	9 S/S 5 F/R
Nagano	Na90za	9.28	3.0	7,290	3.15x2.05	600	180	
Snorkel	SL26SL	8.0	N/A	3,085	3.66x1.72 (4.23 ext)	680	N/A	13 S/S 9 F/R
Snorkel	SL30SL	10.0	N/A	3,400	4.23x1.72	590	N/A	13 S/S 9 F/R

S/S - side to side F/R - front to rear



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The mega electric RT

In the past few years the large, heavy-duty mega-scissor lifts have broken out of their traditional Dutch/German homeland with Holland-Lift now leading the way mapped out by Liftflux prior to its absorption by JLG. These machines continue to sell well with variations now including ever higher narrow aisle, tracked and electric versions with four wheel drive and four wheel steer.

Other manufacturers of this genre of machine which offer rock solid platforms and big lift capacities include German-based PB Liftechnik which now offers a wide range of such machines and H.A.B. which was formed in 2004 and only started production four years ago. It has recently appointed North-east based truck and van manufacturer Ascendant Access as its dealer for the UK.

Levelling in the rough

In recent years any Rough Terrain scissor lift worth its name has had to offer auto-levelling, mostly with the use of levelling jacks, although in the case of the Speed Levels it meant applying auto-level technology to the platform levelling system. PB clearly saw the benefits of being able to level a scissor lift without the need for jacks, which ideally require mats resulting in a stop and set up procedure. It however also appreciated the benefits of an X type scissor lift mechanism.

The solution? The S151-19E a scissor lift and electric powered at that – that can level without jacks like the speed levels, by using a controllable oscillating front axle with levelling cylinders and independently adjustable ‘floating’ rear wheels. The result is a machine which has incredible levelling capability. PB says that it is also simple – uses the same number of hydraulic cylinders (four) as an outrigger-type machine, but an operator can drive on rough ground and once in position simply operates the lift up function and the machine will automatically find its level before lifting. No need to dismount and position outrigger mats or worry about the bearing pressures if you don’t use them. The controllable active oscillation front axle can level up to 250mm



PB new
S151-19
Elevated



Holland Lift
XZ-650XL22-TR

whereas the height-adjustable rear axle has a levelling range up to 380mm.

With the machine constantly levelling during driving, PB says that more than 80 percent of the levelling has already been achieved by the time the lift reaches its position speeding the levelling time still further.

The S151-19E uses either a diesel or a high torque, 16kW electro-hydraulic drive system and features an 80 degree crank angle on the steering for a tight turning circle without the need for four wheel steer.

Tracks for when wheels will not do

Tracked scissor platforms are the ultimate ‘go anywhere’ machine and are a niche within the niche although in countries such as Holland and Belgium there is a constant demand with several manufacturers offering product. Omega Platforms has several tracked lifts including its nine metre platform height ultra heavy duty 17.5 tonne machine. Its dual side-deck extensions increase the platform size to six metres by 2.8 metres with a deck capacity of 2,000kg. Holland Lift also has numerous tracked platforms, its most recent is the Monostar XZ-65DXL22-TR – a twin deck extension, 750kg capacity diesel powered platform. The 6.5 metre platform height machine has a maximum gradeability of 35 percent and a 5.9m x 1.95m platform.



PB Liftechnik's
4x4 S151-19E
series



Holland Lift 34
metre electric
G320 EL30



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Why SAIE?

Italy's big construction show, SAIE – the Bologna Fair – will be held this year from October 27th to 30th at its usual location in Bologna. With manufacturers looking ever harder at their exhibition spending, the annually held SAIE is coming under increasing scrutiny and pressure from some quarters to go bi-annual.

This already happens for several product sectors - including tower cranes which will not be in attendance this year and telehandlers – although this agreement does not seem to stop companies like Manitou, Merlo and Dieci from attending every year. The larger mobile crane manufacturers have also agreed not to attend this year, although Terex will be present due to its other product lines and CCER the Manitowoc/Grove dealer will have at least one Rough Terrain crane on its stand.

The aerial lift manufacturers are also talking about skipping SAIE on alternate years from next year. In the meantime SAIE 2010 looks like being almost as full a show as ever for those products in which it always excels – loaders cranes, truck mounted lifts, spider lifts and telehandlers.

So why schlep all the way to Bologna for SAIE? Well forgetting the fair itself we could think of a

dozen reasons starting with the food and the city itself. But getting back to business if you are interested in cranes, telehandlers or aerial lifts you will be hard pressed to find a better display of products than at SAIE. OK if big cranes or tower cranes are your sole interest then Bauma is the better place to go - SAIE 2010 will not come close to the Munich event. However if you are looking at loader cranes, truck mounted lifts, spider lifts or telehandlers you will be hard pressed to find a better selection anywhere in the world for the number of producers, models on display or new ideas and imaginative engineering.

Italian flair

Italian manufacturers have always been exceptionally innovative engineers – as well as rapid imitators – while most of them are also capable of superb manufacturing quality. Their biggest let-down in the past has

been product support and communication, however in recent years most mid to large Italian companies have worked hard on this area and now offer a first class parts and service support, making their products a very attractive proposition and highly competitive.

Another benefit of shopping Italian is the sheer range of products on offer in most of the sectors we have mentioned. Take truck mounted lifts, there are portably more Italian producers than all of the world's other manufacturers combined! The same applies to spider lifts or loader cranes. And when it comes to pick & carry industrial cranes there really is little alternative, certainly not in Europe.

SAIE is not just about Italian manufacturers, although it has to be the main reason for visiting. Most big international producers will also be present, such as JLG, Terex, Genie, Palfinger, Hiab and Manitou.

Make sure you allow enough time

SAIE is a big show, so do make sure you allow enough time to really get a good look around. We would recommend at least a full nine hour day, without taking an Italian lunch. If you are feeling really frugal you can accomplish this in a day trip from many parts of Europe - with an early morning flight and late return.

However the better plan is to take the best part of two days and enjoy a night in this historic city, the culinary capital of Italy.

Getting to Bologna

Most of our readers will naturally travel to SAIE by air and the best way is to fly directly into



Bologna. Guglielmo Marconi airport is six kilometres from the city so a taxi is not too prohibitive, especially if there are two or more of you. There are busses though which connect the airport with Bologna railway station and run every 15 minutes from 5.30 in the morning until 23.00 at night and cost just €5 – look for BLQ Aerobus.

If flying into Bologna is not possible or financially prohibitive, the city is within easy reach by road or train of both Milan airports. It is also practical to travel from Genoa, Forli, Florence, Rimini and Bergamo, among others.

The A13 autostrada links Bologna with Ferrara, Padua and Venice, while the A14 connects it with Rimini and Ravenna.



c&a

SAIE

SAIE is still an excellent show for loader cranes, telehandlers, truck mounted and spider lifts



By train

Bologna station is served by high-speed trains from Milan (65 min), Milan Malpensa Airport, Florence (37 min), Rome (2 hrs), Naples (3 hrs and 45 min) and Turin (2 hrs). For train times go to the website www.trenitalia.it

**By Local travel to the show**

As the day moves on the lines for taxis get ever longer and getting out of the car park in the evening is horrible. So the best and most economic solution is a bus – it is usually a little crowded but costs €1 and does not take long. Bus number 35 and 39 as well as Shuttle F run from the station to the exhibition centre and back. Buy your ticket before getting on board. A day pass costs €3. Bus 28 runs to and from Place Maggiore and the exhibition centre.

Opening hours

9:00 – 18:00 every day Wednesday 27th to Saturday 30th inclusive.

Entrance tickets

If you are not Italian you can rejoice as you qualify for a free entrance ticket which can be obtained at the International pavilion by the entrances. If you are Italian – you have to pay €10 online or €15 at the gate - good for the entire fair. If you are a cheapskate, ask an exhibitor for a free entrance pass/invitation which you can swap at the entrance for a badge.

What's new?

A full list of current cranes, access and telehandler exhibitors follows, this may well change at the last minute as we understand that there is plenty of space left for last minute additions. At the moment it looks as though notable absences will include, Haulotte, Skyjack, Faresin, Airo and Imai/Jekko among others. The following is a brief look at some of the exhibits to look out for.

Telehandlers

Merlo has not yet said what it will have new, but you can rest assured that there will be plenty of innovations to see alongside its recent aerial lift and telehandler introductions. The recently announced Multitool telehandler aimed at local authorities is likely to prove a popular exhibit.



The Merlo Multitool



The Isoli PT225

For many visitors it will be the first real opportunity to see Merlo's new MPR 15 or 18 – literally an All-Terrain scissor lift. The product will now be ready for shipment and should prove popular for specific jobs on an international basis.

Manitou will focus on its newly launched MT625 compact model unveiled at Bauma and the simplified 360 degree model range.

Dieci always keeps a surprise or two up its sleeve and has some new products in development, it also now supplies Bobcat/Doosan with a number of badged models.

Terex/Genie will show its recently launched 16 and 18 metre 360 degree GTH4018 and 4016 models, following their Bauma launch.

the user benefits it offers.

Italian truck mounted manufacturer Isoli has made substantial strides in the past year or so expanding the aerial lift side of its business through the establishment of an international distributor network. Part of the roll out programme has also involved expanding and improving the aerial lift product line. At SAIE the main focus is likely to be on the new PT 225 HE + HE telescopic boom lift mounted on a Nissan Cabstar 3.5 tonne chassis, with full hydraulic outriggers. The lift offers 22.5 metres working height, 14 metres of outreach and a 230kg platform capacity. The lift has a variable high speed outrigger set up, including one side only and auto levelling, making



Check out Hinowa's lithium powered spider lifts

Aerial lifts

If you have any interest in spider lifts then a stop at Hinowa, the world's market leader, is essential. The company will once again be focusing on its lithium power concept which it has rolled out across most of its range. Further improvements in design have enhanced what is an industry leading breakthrough in battery design. The company claims a less than five year pay back on the extra cost of lithium power, assuming that no premium is obtained for

it ideal for applications which require frequent repeated set ups. The new lift is also available on Mercedes Sprinter and VW Crafter chassis. Other models on display include the PNT210J, PNT 280 J and the articulated PNT 27.14.

CTE will be showing the radically new 20:13 MP in its final form. The highly innovative new model has been under test and evaluation since its dramatic unveiling in April and is shortly set to go into production. This is the first time it will have been seen at a show in Italy. Soca

The CTE 20:13 will make its SAIE debut



says that it will show a brand new spider lift model, the first new spider lift since the company was acquired from Fassi in 2009. The company has a long history of building spiders but never managed to carve out a decent market share. It will clearly be looking to change all that with its new models.

For many it will also be the first opportunity to see the 13.5 metre A314 mounted on the Isuzu D-Max turbo Diesel 4x4 pick up. With 6.5 metres outreach, 225kg platform capacity, 360 degrees slew and Easy Lift stabiliser system, the unit should prove attractive for many end users. Other products on their stand include the new 18 metre T318 and 28 metre DA328 which has been developed as a medium-light truck mounted for the rental industry. The unit on display will be on a six tonne Mitsubishi Canter with an overall length of 6.9 metres.

The Socage DA328



Iteco will have its latest RT Electric scissor lifts on display alongside the full line of IHLmer spider lifts which now has a full range that extends up to the 22 metre Lem 2200 launched earlier this year.

Cela – now under the same ownership as Socage – is expected to announce some new models, possibly including one or more new spider lift models.

This is not a show for trailer lifts, however you will have a chance to look at the Platform Basket introduced earlier this year. The company is also planning to announce a larger model and might just do so at SAIE? The company is of course best known for its spider lift range.



The IHLmer Lem 2200



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Platform Basket is unveiling the new 13.4 metre working height 13.65 and 13.80 tracked spider with maximum outreach of 6.5 and 8.0 metres respectively with 200kg in the basket.

SAIE is also a good show for mast climbers and hoists and this year is no exception. All of the main European producers will be showing and you can be sure that a number of them will have some new ideas to look at.

Loader cranes

The European loader crane fraternity will be out in force, for SAIE. Of particular interest this year is how each manufacturer has met the requirements of the new EU machinery directive MR2006/42 and the new crane standard EN12999:2009, particularly when it comes to outrigger and load sensing. Most manufacturers will have new or modified products and innovations to cope with the new standards. Most prefer to keep such information secret until the show however we do know that Palfinger will launch the latest model in its 40 model Hi – Performance range, the PK 62002 EH, along with two new models from the company's SH range, the PK 34002 SH and a PK 42002 SH. The new models include the hi-Performance features such as maintenance-free boom extension system and Power Link Plus and

Single Link Plus reverse linkages which maximise boom articulation without a drop-off in capacity.

Mobile Cranes

P.C. Produzioni will be making its SAIE debut this year showing off its Rough Terrain cranes and aerial lifts of Lionlift pedigree

Valla will have its new remote controlled 20SD TRX tracked mini crane on display along with its new lightweight two and 2.5 tonne wheeled pick & carry crane.

Pick & carry crane maker Galizia is also worth a stop, to see what new additions it has brought to the show.

Ormig will show of a selection of cranes, the one to look at is its 5.5tmE five and a half tonne electric pick & carry crane. Shown as a prototype last year it has been in full production since January and incorporates some advanced drive features.

Locatelli is showing its ATC20 city type All Terrain crane, which really deserves to do better than it has so far. It is highly compact, quick and versatile and definitely worth a look. It will also show off its 40 tonne Gril 8400T Rough Terrain crane.



Locatelli ATC20

Palfinger
PK42002SH



Valla
20SDTRX



Ormig
5.5tmE

Exhibitors SAIE 2010

Alimak Hek	Fuort	Ormig
AS Climber	Galizia	Pagliero
Autec Remote Control	Geda	Palazzani
Avant Tecno Italia	Genie	Palfinger
Barin	GRC Work Platform	Platform Basket
Benelligru	GSR	Power Tower
Bluelift	H.A.B.	P.C. Produzioni
Böcker Italia	HBC Radiomatic	Piat
Braviisol	Hetric	Pris-Mag
Cargotec	Hiab/Cargotec	Ravioli
Ceer	Hinowa	Riwega Edil
Cela	Idrogru	Rovers
Cem Centro Elevatori Milanese	Imer Group	Safi
Climber International	Ihimer	Savis
CMC	Imet	Socage
Comer	IPAF	Spohn & Burkhardt
Colombo Giuseppe	Isoli	Stp
Cormach	Iteco	Sup
CTE	JLG	Tea International
Dieci	Kiepe Electric	T.C.M.
Dr Italia	Locatelli	Tecno-Gru
Ece Elevatori	Maber	Tecchio
Electroelsa	Manitou	Tecnodraulic
Eurogru Amici	Merlo	Terex Italia
Faber Com.	Minelli	Teupen
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Crane Interest Group meeting

The September open meeting of the UK's CPA Crane Interest Group is the main meeting of two held each year. The well-attended gathering this year was once again at the Nuthurst Grange Hotel in Hockley Heath, West Midlands and was the first chaired by Ainscough managing director Neil Partridge. As usual a number of significant issues were covered and the following are those that will affect all crane companies in the UK.



Neil Partridge

In his first open meeting chairman Neil Partridge set the scene that is all too familiar with the crane rental companies, manufacturers and external consultants with his interpretation of the letters CPA.

"I always thought it was the Construction Plant hire Association," began Partridge, "however I now realise that it stands for the Chronic Profit Association!"

In his brief introduction he said that the industry is in the 'eye of the storm' and may remain there for some time. His own business - the largest crane rental company in the UK by some distance - posted revenues to May 2010 down £19 million and he said that "many others are down 25 to 30 percent, which was absolutely chronic". Although there had been seven or eight crane company casualties to date, he said that it was going to be a hard for the rest of this year and probably the whole of 2011, not helped by public sector cuts and difficulty in obtaining money from banks.

Despite or because of the economy it was a lively meeting covering many interesting topics - some that will have a big impact on the crane industry over the coming months and years.

Although not on the agenda, Partridge made several comments about the looming problem of working hours which he thought would be one of the major factors that had not yet registered on most company's radar.

Thorough examination

Tim Watson reviewed the best practice guide for the 'Maintenance, Inspection and Thorough Examination of Mobile Cranes' launched at Vertical Days earlier this year. The BPG aims to clarify the practical elements of maintenance, inspection and thorough examination of mobile cranes because of the potential for fatalities both when the crane is working and when it is travelling on the road. He said that it is hoped that companies will now follow the guide and examination in preference to the four year overload test which dates back to 1961 and requires a 25 percent overload which many (particularly the manufacturers) say is detrimental to the crane structure.

Watson emphasised that breakdown maintenance was insufficient and that companies must carry out planned preventative maintenance for the whole crane including the chassis.

One of the new additions within the guide is the concept of the defined scope of thorough examination which



C&a crane interest group

takes generic elements for a particular crane plus specifics - manufacturers information, historical use, maintenance repair and history, thorough examination history, and future use - to tailor a scope of thorough examination for the specific crane, resulting in a more thorough, 'thorough examination' and it is this that obsoletes the four year test.

Major clients - particularly in the petro-chemical industry - have a problem with this new approach, so the CPA is planning a road show to major crane users, including the UK Contractors Group (previously the MCG) and the petrochemical industry to explain the benefits of Thorough Examination.

The CPA will also produce a 'declaration of compliance' document so that crane owners can now declare that they follow the defined scope of the examination process in lieu of the test.

problem with the four year testing in that several manufacturers do not allow the additional 25 percent loading and are uncomfortable with even a 10 percent overload and this is one of the main reasons behind the thorough examination. Crane structures are now more finely designed and less forgiving of overloads and I cannot see the benefit."

EN13000?

The 2010 version of EN13000 was published in May and has several new requirements including a set-up button in the cab to rig the crane in certain circumstances and a rated capacity limiter (RCL) over-ride switch situated outside the cab (which should be fitted on all cranes delivered after May 2010). These changes are being monitored in a survey being carried out by the European crane and heavy transport association ESTA with information being fed back to the EN13000 revision committee.

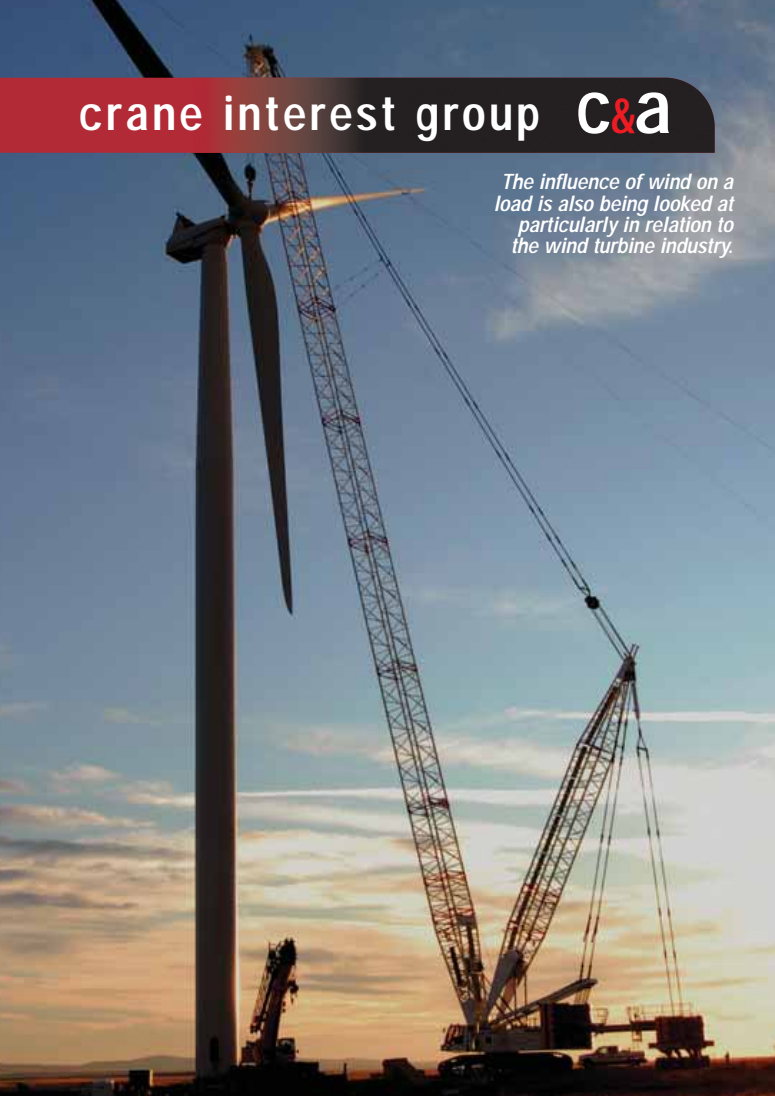


Many manufacturers do not allow overload tests and this is one of the main reasons behind the Thorough Examination.

Watson confirmed that the four year test can continue as an 'add-on' to the thorough examination regime. "Whatever you do, you have to be prepared when challenged or investigated," he said. "There is a

In the future outrigger spread will be monitored and linked into the RCL. Initially this will be wired into a warning device, rather than a cut-out function but it will be logged in the crane's data logger.

The influence of wind on a load is also being looked at particularly in relation to the wind turbine industry.



The influence of wind on a load is also being looked at particularly in relation to the wind turbine industry, due to the large area relatively light loads which can easily exceed the boom's side loading parameters.

Work at height on mobile cranes

A good deal of CPA work has gone into work at height on cranes. A joint working group has been set up which includes FEM, ESTA and the major petrochemical users such as



A set of common European 'working at height' requirements are being worked on

Shell and BASF with the aim to have common requirements throughout Europe.

Ainscough safety director John Lowton is carrying out a 'work at height' survey into the impact of the regulations on the crane industry. Any feedback (particularly first hand experience) would be useful for the survey and can be sent to Lowton at j.lowton@ainscough.co.uk.



John Lowton

High cycle lifting operations

The HSE letter (published in September's C&A) regarding a mobile crane accident in which its boom snapped from premature fatigue, was discussed. The subsequent investigation showed that the crane had carried out 117,000 similar lifts at or about the rated capacity of the crane. The HSE letter suggested that it was wrong to use mobile cranes for such repetitive cycle work, as they are not designed for it. Rental companies should therefore make sure that the customer is not using a mobile as a cheap harbour crane which also devalues the value of the asset.

Barry Barnes from Terex UK pointed out that this was the 10th such accident that he knew about over the past 33 years – many have been in Scotland and many working in harbour applications. He said that for this type of work, companies tend to buy older cranes and work them very hard. Other high-cycle applications include tunnelling work and skipping concrete where the boom, hoist rope and slew rings should be checked regularly.

With more cranes now being fitted with data-loggers potential purchasers can get a view of the cranes past use and then make a judgement on its value. One manufacturer is already looking into this when taking trade-ins.

Occupational health issues

Kevin Minton of the CPA talked about the 'fitness for work' of critical equipment operators. He said that principal contractors are increasingly requiring assurance

that all site operatives are fit to do the job and will not endanger others by causing a safety issue. Some contractors are already putting policies in place that require a medical certificate of fitness. The UKCG does not have a general policy on this yet, but is discussing it. Health issues which need to be checked include heart and lungs, blood pressure, diabetes, eyesight, hearing, gastro-intestinal and muscular/skeletal.

Crane rental companies will need to use a medical service provider to certify that its employees are fit to do the job. The CPA has set-up and is chairing a working group which plans to invite a variety of organisations and individuals - including contractors, the HSE and union representatives - to provide input in order to ensure a favourable outcome for CPA members over the long-term.

A number of delegates questioned whether this is indeed a problem that needs addressing. It was claimed though that contractor Costain has already introduced a requirement that everyone working with 'critical plant' must have a health certificate to get on site.

Research done on the cause of fatal accidents has shown that training, planning and equipment selection are the main factors in accidents and not the fitness of the operator. Geoffrey Marsh of Marsh Plant made the valid point that operator complacency and lack of concentration (particularly with the older and more experienced operators) is much more of a problem than ill-health. Many CPA members were in agreement that a five year medical test - along the lines of Heavy Goods Drivers - from the age of 45 would be a sensible way forward.

Although not on the agenda, Partridge raised the issue of working hours which he believes will have a major impact on the industry in the future. He also said that there is an obsession with Health & Safety in the UK and there needs to be a balanced, commonsense approach by all.

Diesel Particulate Filters

fitting of diesel particulate filters (DPFs) on the London Olympic Park which has finally reached a conclusion.

He said that the Olympic Delivery Authority (ODA) - which carried out an independent cost analysis study within the Olympic Park - has taken

the decision not to implement the requirement to retrofit DPFs to Non-Road Mobile Machinery.

In its study conclusions, the ODA said that: "the results of the study clearly demonstrate that the costs and benefits of DPFs do not represent good value for money when compared with other measures". As a result of the cost study, the ODA has taken the decision not to implement the requirement to retrofit DPFs, saying the results of the study clearly demonstrate that the costs and benefits of DPFs do not represent good value for money when compared with other measures. It does, however, still require all contractors to use Ultra Low Sulphur Diesel.

Lifting Equipment (Operator Daily checks)

There was some discussion over the fact that all lifting accessories



Crane hand signals



A cutaway of a diesel particulate filter

used in a lift (and that come with the crane) must be visually checked (not thoroughly examined) by the crane operator before each lift. Under Loler and 6(2) PUWER regulations, checks must be carried out. Accessories used on the lift must be visually checked by the crane operator for obvious damage. This check should not be left to the person in charge of the lift or be left to a six month inspection.

ISO crane hand signals

The International Standards Organisation (ISO) has proposed a universal set of hand signals for use with cranes. The CPA says that these are confusing and would only work if everyone adopted them

and as a result is not encouraging their adoption.

Driver Certificate of Professional Competence

Crane drivers may still have to have 35 hours training over five years up to 2014. At the moment the Drivers Standards Agency says that crane drivers stopped after this time without CPC will be prosecuted. However the CPA is looking for an exemption for crane operators, given that road travel is not the main purpose of work for a crane. The CPA recommends members wait until more information is known and a clearer decision can be made.

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Flash Liebherr

At this year's bauma exhibition Liebherr introduced its second model of a mobile self-erecting tower crane. Manufactured by Conrad, it is the four axle MK 88 which full size can lift a maximum of eight tonnes, and take two tonnes out to a 45 metre radius.

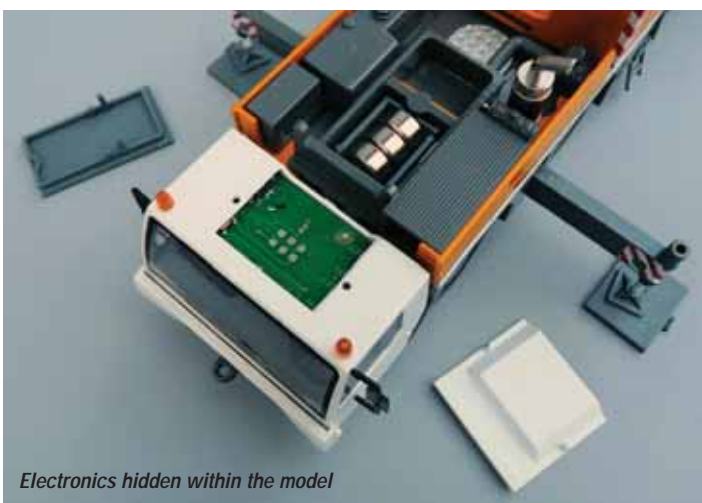
The model comes in high quality packaging, including black foam rubber which protects the model and gives a presentation feel to it. There are very good instructions to guide setting the crane up and a couple of smaller sheets describe the innovation on the model, but more on this later.

The carrier is impressive with a good level of detail, the steering on all four axles works well and all modes, including crab steering can be posed. Pleasingly, the outrigger beams are metal and the crane's weight is easily supported by them when it is erected. Separate

spreader plates/outrigger mats are also provided and store neatly on the carrier when not in use.

The superstructure is well detailed too and it is good to see that Conrad have switched back to using metal sheaves throughout the model. The winches in the, located within the superstructure, are operated with a supplied key which uses holes in the side of the superstructure panel work, but these are not too obtrusive.

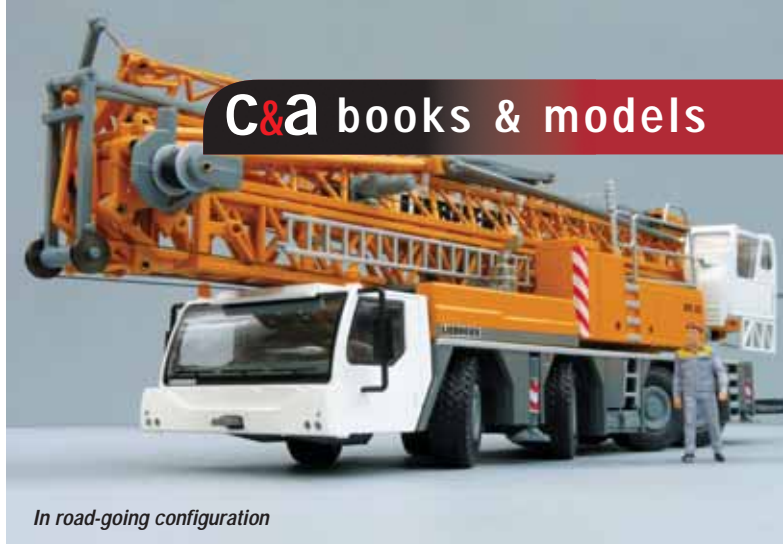
The mast is a telescopic lattice tower and is made of good quality metal castings. The jib is hinged and articulated and Conrad have



Electronics hidden within the model



Outrigger spreader plates are included



In road-going configuration

done a very good job to get the complex model engineering right, to the point that when erected the jib is nice and straight. It is interesting to display the crane during the various stages of erection, and when set up at full height it is big, with the jib around a metre long. The model is quite stable in spite of its size although any significant load on the end of the jib will cause tipping. The operator's cab can be winched up and down the mast in the same way as the real machine.

The main functions of the crane work with the hoist controlled from the keys in the superstructure, and the model slews smoothly. The trolley has to be moved by hand though, as it is not reeved up to the trolley winch.

Conrad has chosen this model to introduce a significant

innovation with the use of electronics. The amber beacon lights on the carrier cab roof can be set to flash realistically using electronics and batteries which are hidden inside the model. It actually works rather well and certainly adds something on a special display occasion. It will be interesting to see if the use of electronics is developed further in future models.

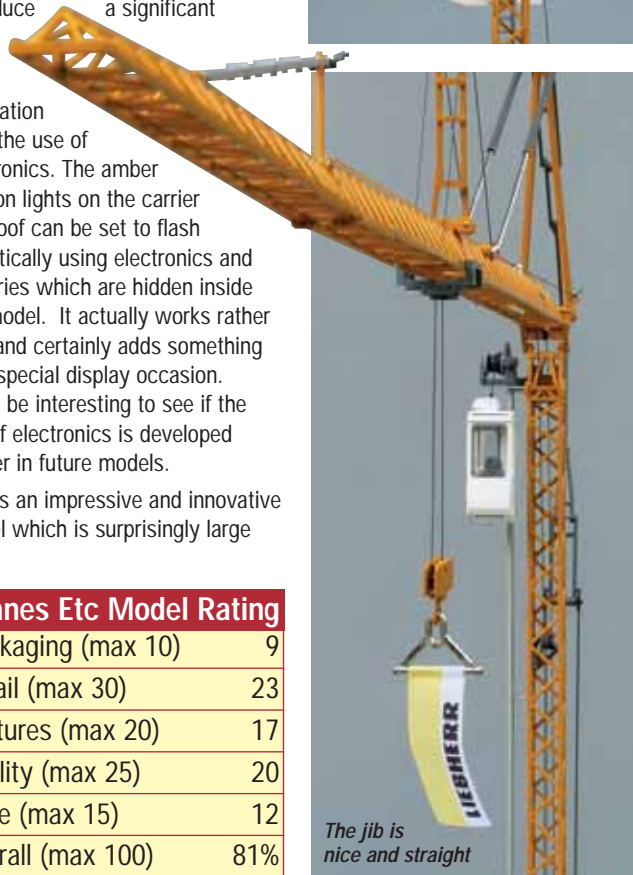
This is an impressive and innovative model which is surprisingly large

when fully erected. It is available from the Liebherr web shop for €255.

To read the full review of these models visit www.cranesetc.co.uk



Inclined jib mode can be posed



The jib is nice and straight

Cranes Etc Model Rating	
Packaging (max 10)	9
Detail (max 30)	23
Features (max 20)	17
Quality (max 25)	20
Price (max 15)	12
Overall (max 100)	81%

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New Annex

Released for ALLMI / CPA Best Practice Guide

ALLMI and CPA have released an Annex to the Best Practice Guide (BPG) on the Safe Use of Lorry Loaders - 'Annex L - Guidance for persons involved in receiving telephone enquiries and quotation requests for lifting operations with a lorry loader'. Alan Johnson, ALLMI technical director and co-author of the Annex, comments:

"When we launched the Best Practice Guide at Vertikal Days in June, there was an extensive Q&A session following the presentations, during which we were asked whether it would be possible to produce specific guidance, template documentation and process charts to assist staff involved with enquiries

from customers requesting a lifting operation. As many loader crane operators are in the process of implementing new practices and procedures as a result of the Best Practice Guide, it was felt this would be a well-timed and worthwhile project to undertake."

The Annex contains the following:

- A definition of a Contract Lift Vs a Hired and Managed Lift (including the different types of Contract Lift).
- A flow chart illustrating the process for determining whether a Hired and Managed Lift or a Contract Lift is required.
- A template form to use at the enquiry stage, to establish what type of lift is being requested.
- A flow chart illustrating the process for dealing with a request for a Contract Lift, providing guidance on the information that should be obtained.
- A template form to use when dealing with a request for a Contract Lift.
- Advice on contract and insurance related issues.

To emphasise the need for, and importance of, Annex L, the following are three of the most common questions ALLMI is asked concerning lift planning:

Q: Is following the Best Practice Guide and BS7121 Part 4 a legal requirement?

A: BS7121 Part 4 (upon which the Best Practice Guide is based) is an Approved Code of Practice and in essence, guidance and job-specific interpretation on how to comply with the law in relation to a particular industry. Any company unfortunate enough to find themselves in a court of law would have to be able to justify why they had not followed the industry standard, or demonstrate that the systems they had put in place were at least equal to those

contained within an Approved Code of Practice. The Lifting Operations & Lifting Equipment Regulations (LOLER) is generic legislation applicable to all types of lifting equipment, whereas BS7121 Part 4 is the Approved Code of Practice specific to lorry loaders, the purpose of which is to ensure adherence to LOLER and all other applicable legislation.

Q: Does this affect us as we don't really carry out Contract Lifts as such?

A: The backbone of the guidance contained within the Best Practice Guide and reinforced in this new Annex, is that unless you have specifically qualified between you and your customer who is responsible for what, and have a documented process, then you could very easily be carrying out a de-facto Contract Lift. This has both insurance and legal implications.

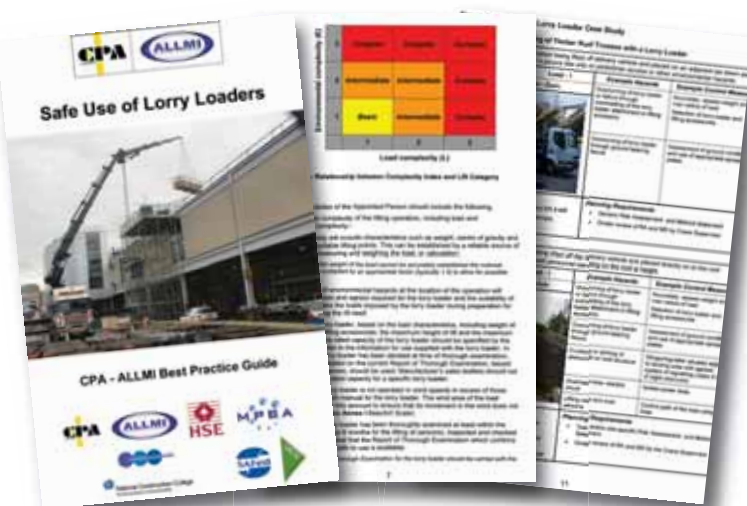


Q: Our operators already carry out a risk assessment when they get on site, because until they get there we don't always know what we'll be lifting?

A: Regulation 8 of LOLER states that all lifting operations must be planned by a competent person before the lift takes place. This does not necessarily mean that all loader crane lifts will require a site visit or site specific planning. The Annex will help determine whether it falls within the scope of a Hired and Managed Lift or a Contract Lift, and if it is a Contract Lift, whether or not any generic documentation

used by your company will be sufficient.

ALLMI recommends that all operators read and understand Annex L at the earliest possible opportunity. At the next ALLMI Operators' Forum meeting on 26th November there will be a presentation and discussion on this subject. If you're a fleet owner and you'd like to attend, please contact the ALLMI office. The latest version of the ALLMI / CPA Best Practice Guide, which includes Annex L, can be downloaded from www.allmi.com and www.cpa.uk.net



ALLMI General Meetings

On 22nd October in Coventry, ALLMI will hold its second General Meeting of the year for manufacturers and service agents. Members will receive the usual trading update, as well as important information on technical and legislative issues affecting the lorry loader industry. On 26th November, the second General Meeting for ALLMI's fleet owner members will include a presentation from Brian Sutherland of Elliott Hire on securing of loads for travel, as well as an update on the activities of the Forum's Executive Committee, a detailed explanation of Annex L to the BPG, and further news on the development of ALLMI's Appointed Person training course. ALLMI will also be looking for feedback on the development of a new training DVD.



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See www.ipaf.org for full listing

Poor outrigger set-up costs operator A\$8,000

A crane operator has been fined A\$8,000 (£4,600) in a Fremantle court, in Western Australia, after a crane tipped over on a construction site, narrowly missing four workers. The operator, Bruce Edwin Bannister, pleaded guilty to two charges - failing to ensure his own safety and failing to ensure the safety of others.

WorkSafe claimed that Bannister set up the crane with one of its outriggers on soft sand and another - the front jack - on a pile of bricks.

The dogman (banksman) was not sure the crane could reach the required radius for the load placement and asked Bannister to do a practice run without the load. During the 'practice run', the ground under the outriggers gave way and the crane tipped, coming to rest on the building and scaffolding.

The crane did not hit anyone, although one man had to run to avoid being hit. WorkSafe WA commissioner Nina Lyhne said: "Setting up a crane on a solid foundation is one of the fundamental principals of crane

operation, but one that was not observed in this case. The operator placed himself and another four employees in danger of being injured or even killed by the crane when it fell."



Who trained him then?

The man in the photo was spotted by a reader in Northern Ireland. He works for an electrical contractor and was working at a height of between four and five metres.

Telehandler accident costs £10,000

Scottish contractor James Swinton has been fined £10,000 after one of its workers, Charles Wilkinson, 51, died four weeks after being struck by a telehandler driven by a co-worker.

The telehandler was reversing the wrong way up a one-way residential street in Tweedmouth, on 10th November 2008, when it mounted the pavement and struck Wilkinson, who was taken to hospital with injuries to his pelvis, spine and ribs but later released. However he died four weeks later as a result of a blood clot related to the incident.

HSE Inspector Dr Dave Shallow, said: "Site transport activities should be managed to minimise as far as possible the need for reversing. But where it is necessary, site managers should ensure that it is done in a safe and controlled manner, using a banksman, reversing aids on the vehicles and segregation of pedestrians and vehicles. The company could have asked for a road closure which, along with these measures and the removal of residents' vehicles, would have allowed safer movement of construction plant and vehicles."



The late Karl Davis

The guardrail and chute

Fall costs Kier £200,000

Kier North West was fined £160,000 plus £40,000 costs after labourer Karl Davis fell from the first floor while working on Everton Football Club's new training academy after a guardrail gave way on 27th February 2007. Davis died after three months in a coma.

A rubbish chute had been attached to the temporary guardrail and according to the prosecution, Kier North West's site management team had failed to ensure that it could withstand the weight of the chute and materials being thrown down it. HSE inspector Robert Hodgkinson said: "What is incredibly sad about this incident is that a man lost his life when equipment installed to make the work safer failed. Kier North West should have planned and managed the use of the rubbish chute on the site to make sure it was safe."

HSS adds apprentices

UK-based HSS Hire has introduced a technical apprenticeship scheme offering young people a practical post-school option as well as 'up-skilling' young fitters and engineers. Applicants will be offered a fully-funded three year Advanced Apprenticeship that includes mentored on-the-job training and structured residential study sessions, culminating in NVQ Levels 2 and 3 in Plant Maintenance. The apprenticeships will be available at HSS supercentre locations in the UK. The company has already recruited more than 20 apprentices, both boys and girls aged between 16 and 24, since the programme was launched in September.

Annie Hale head of HR at HSS said:

"For the past 12 months, we've offered an apprenticeship scheme as part of our Hire Alliance consortium in East London, and I'm delighted that we're now going to run something similar throughout the wider HSS business. Our apprentices will get one of the industry's most generous apprenticeship salary and benefits packages while working alongside our experienced team of fitters. They will also attend formal study sessions in order to gain a professional qualification. And of course, if they successfully complete the course, we'll guarantee them a permanent position at the end of their apprenticeship".



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Craig Paylor strikes warning note for rentals



Former JLG president Craig Paylor, in his keynote address at the Europlatform conference, urged rental companies to exploit the full economic life of their machines and warned the industry that it had to be ready for some major challenges, including increased competition from Asia and higher prices for new machines.

The conference on 16th September in Madrid, Spain, attracted well over 100 delegates, the largest attendance in the history of the event. Paylor acknowledged that manufacturers had contributed to the problem by overproducing machines during the years preceding the recession: "We've got to get over the greed. Manufacturers made too much and distribution bought too much," he said.

He argued that rental companies should resist underselling their machines and consider adopting a rental model where machines are kept for longer periods: "I guarantee that you will double your return if you keep them for parts. Don't be in a hurry to run out and sell them."

Carlos Fernández Araoz, chief operating officer of Spanish rental company GAM, urged rental companies to look outside their home markets and exploit opportunities in developing regions: "If you sit in your home market you will not get out of the hole. You have to do more than just 'hang in there'," he said.

He also urged rental companies to move towards a "thrifty thrifty" rental culture, with lower overheads: "I believe that the aerial business needs to do this, it has been used to operating in a period of abundance."

Nick Mavrck of Volvo Rents argued that companies should target their customer service focus on the small percentage of customers --

the 'best of the best' -- who represent the majority of their business. "There is the idea that if you make an exception for one customer you have to make an exception for all customers. It is not true", said Mavrck, vice-president of marketing at Volvo Rents.

George Marriott of Access Plus Scotland explained how he had adopted best practices from market leaders in other industries to create a rental model that had dramatically improved efficiency. The use of hand-held computers for sales staff, drivers and mechanics had improved the speed of pre-delivery inspections, deliveries and response times for service callouts.

Asif Latief, marketing director at A-Plant, described how developing

a special rental 'App' for iPhones had allowed sales staff to quote 'on the road' using the latest available pricing information. Latief said that contracts sealed using iPhones were on average six percent higher than other contracts.

Other speakers included Oliver Sven Dahms of PartnerLift, Germany and Malcolm Bowers, representing the UK's Access Link, who described the benefits to smaller rental companies of forming re-rental alliances to offer a nationwide service and win business with large contractors.

The next Europlatform conference will be held on 13th September 2011 in Maastricht, the Netherlands.



Former JLG president Craig Paylor (left) and IPAF and Skyjack president Steve Shaughnessy during the panel discussion at the Europlatform conference.

Record turnout at PDS

This year's IPAF Professional Development Seminars (PDS) in the UK attracted a record number of instructors and staff from IPAF-approved training centres. For the first time, two separate PDS events were held, one in the North and one in the South to cater to the growing number of attendees. More than 120 instructors attended the PDS in Oxfordshire on 21st September while more than 110 attended the PDS in Bolton on 23rd September.



IPAF's PDS in the South at the Milton House Hotel, Oxfordshire.

The PDS is an annual event for IPAF qualified instructors and ensures that they remain up-to-date with legislation and training in the use of powered access equipment. It is a forum for the exchange of information between those who manage and those who deliver the training. Through attending the

event, instructors gain Continuing Professional Development (CPD) points, necessary to maintain their IPAF instructor status.

The attendees heard excellent presentations by Joy Jones, Health & Safety Executive principal inspector, on the recently published Best Practice Guide on the use of



IPAF's PDS in the North at the Reebok Stadium in Bolton.

mobile elevating work platforms in confined overhead spaces, Chris Wraith, UK quality, health and safety manager of the Lavendon Group, who spoke on the correct use of spreader plates; and John Hallows,

training advisor from ConstructionSkills, who gave an update on the grants system. Other PDS events will follow in the next months across several countries.



Chris Wraith, Lavendon Group



John Hallows, Construction Skills



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The 3T/AGR Review: A Progress Report

c&a

PASMA

It was appropriate and in line with PASMA's role in the industry that, as the fifth anniversary of the implementation of the Work at Height Regulations (WAHR) approached in 2010, the association should undertake a fundamental review of the guidance and best practice it has promulgated and implemented since 2005 regarding the 3T (Through the Trap) and AGR (Advance Guardrail) methods of providing fall protection while assembling a tower.

The review process began in the latter part of 2009 when PASMA invited submissions from its members - based on their own knowledge and experience - to provide input to the review process. As a result of these submissions an interim report outlining the main issues and concerns

was produced for internal consideration by technical representatives of the association's manufacturing members. This was then used as the basis for conducting a series of technical workshops which attempted to systematically examine and evaluate the concerns, the claims, the counter claims and the myths and distil these down to what are the real issues.

That process is now complete and the review has moved into its consultation phase. As detailed in the review programme, and mirroring the original collaboration which produced the currently approved 3T and AGR methods, the HSE (Health & Safety Executive) has once again been invited to participate in the evaluation along with other interested and involved sectors such as the construction industry through the UK Contractors Group (UKCG) and the rental industry through Hire



3T (Through the Trap) method



AGR (Advanced Guardrail) method



Association Europe (HAE).

It is anticipated that some further academic research will be commissioned in respect of a small number of technical questions to provide knowledgeable, impartial and expert advice upon which opinions can be formed. This will be considered during the final stages of the review and evaluation period, at the conclusion of which PASMA will produce a final report and make recommendations as to whether - and if - the association's

current guidance and best practice should be amended, and whether any minor adjustments are necessary to the current PASMA training scheme as a result.

As the industry's trade body, PASMA has a duty to ensure that the review process is dispassionate, measured, objective, consultative and thorough. This cannot be done quickly, with the result that the final report is unlikely to be published much before the end of the year.

News in Brief

Vertikal Days:

As reported in the last issue of *Cranes & Access*, PASMA is exploring with the Vertikal Press the possibility of creating a dedicated showcase - a 'PASMA Village' - for mobile access towers at next year's Vertikal Days. Ideally this will cater for both manufacturers and PASMA approved training centres. More information in the next issue.



2010 Ladder Exchange:

The association is actively supporting the HSE's 2010 Ladder Exchange which runs until 30th November 2010. During this period users can exchange bent and broken ladders for new ones, at a discount, at participating partners. Visit www.hse.gov.uk/falls/ladderexchange.htm for more information. Over 7,000 ladders have been exchanged since the scheme first began.

Toolbox Talk:

Alongside other members of the Access Industry Forum (AIF) - which recently welcomed new member EPF, the Edge Protection Federation - PASMA has produced a toolbox talk for towers. Currently in the final stages of editing, it will be posted at www.pasma.co.uk soon.

On Show:

With a view to promoting towers, tower training and the industry a large, PASMA has signed up to a number of high profile events next year. These include the Executive Hire Show at the Ricoh Arena, Coventry (9/10 February); the IOSH Conference and Exhibition at ExCel, London (15/16 March); and the Safety & Health Expo at the NEC, Birmingham (17-19 May) 2010.

New Website:

Work on the new website is progressing under the watchful eye of communications officer, Jill Couttie.

Contact details



PO Box 26969, Glasgow G3 9DR
Tel: 0845 230 4041
Fax: 0845 230 4042
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Load monitoring pins

Accu-Load has launched a range of bolts and studs which are capable of monitoring and indicating their load during tightening and in use. Each fastener features a visual or digital readout option which is built into the head of the device and measures a percentage of the proof load. Each bolt is individually machined and calibrated to suit the diameter, material and bolt design.



The bolts can be used indefinitely and can be supplied with a range of hand held mechanical or digital readout systems for remote monitoring. The technology is intended to be used in applications where vibration or thermal shock are risks or even and accurate tensioning is required.

So far this type of product has been used on crane slew rings, oil platform legs, offshore equipment and mining equipment.



Simple & Innovative ladder clamp

Newent, UK, based ladder manufacturer Ladder & Fencing Industries (LFI) has introduced a new range of products specifically designed to improve safety for façade scaffolding.

The range includes five objects, including platform ladder access covers, a clip on step for use when erecting guardrails for a

new platform level and a universal ladder clamp to firmly retain a regular access ladder.



The LFI universal ladder clamp and scaffold access gate



Sonic outrigger sensors

German load measuring company Moba is planning to launch a new ultrasonic outrigger beam sensor. The device comprises two separate sound transmitters and receivers, one mounted to one end of the box on a beam and jack outrigger system, and the other mounted to the opposite end of the outrigger beam.

As the beam is extended the two communicate and measure the distance by the speed the sound wave takes to travel back. The two values are compared and must fall within a pre set parameter to confirm that the system is working, while introducing a duplicate or redundant circuit. The system is said to be highly accurate and less prone to contamination than light based systems, while eliminating the complexity a mechanical connection.

CANopen Safety published as EN 50325-5

The CANopen Safety protocol (CiA 304) - developed by CAN in Automation (CiA) international users' and manufacturers group - has now been published as a European standard. The safety protocol is an addition to the CANopen protocol standardised in EN 50325-4 - (CiA 301).

CANopen Safety is designed to allow safety-related communication based on CAN according to IEC/EN 61508. TÜV Germany has approved it for use for systems requiring Safety Integrity Level 3 (SIL 3). Any safety-related devices use the Safety-related Data Object (SRDO) service, which allows one-to-many communications. The SRDO messages are periodically broadcast in the network and any other safety-related device interested in the data can use it without the need of a centralised master. An SRDO consists of two CAN messages where the first contains the regular

data and second is transmitted on a different identifier with the data content bit-wise inverted. This allows the use of smaller, less expensive micro-controllers as no complicated CRC is used. The first ready-to-use implementations of CANopen Safety are available now: The CANopen Safety Chip (CSC02) available from CiA, implements the CANopen Safety protocol in a single chip. According to Thilo Schumann of the CiA "The CSC02 is designed especially for sensors used in mobile machines and other out-door applications".

enquiries

To contact any of these companies click on the 'Access & Lifting Directory' section of www.vertikal.net, where you will find direct links to the companies' web sites for up to 12 weeks after publication.

To have your company's new product or service featured in this section, please send in all information along with images via e-mail to: editor@vertikal.net with 'Innovations' typed in the subject box.

To the Editor

BEWARE!!!!!!!

Having recently fallen foul to the current British Banking rip-off, I wanted to warn other Plant Hire Companies out there to urgently check the status of their own 'Finance Agreements' provided by various organisations/banks within the UK, my experience is with HSBC Equipment Finance.

Taking out a 'Fixed Rate' agreement with lenders who loan you money as finance to purchase equipment does NOT mean 'Fixed Rate' apparently. It actually means 'Fixed Term' and should any of you out there be of a mind to terminate such an agreement early – whilst thinking you had fixed your interest rate to allow you to build your business forecast – and would obviously get a rebate on the interest amount should you choose to reduce your fleet size and terminate an agreement early. You wont, you have actually agreed to pay the interest on full term initially agreed and there is no such thing at the moment as a discount of interest.

Does this mean that the FULL amount of interest becomes a 'Capital' amount?

Should we be allowed to claim tax relief on the full amount of Capital cost AND the interest? Will this interest, if the full amount payable is added onto your balance sheet, prove your Company to be insolvent? Are you prepared to pay interest on money you are no longer borrowing?

It seems that even though the recent Government Green Paper advises banks to ensure they do nothing to limit the working capital of businesses, the banks are not following the measures supposedly in place and are in fact doing the exact opposite. They are restricting working capital of all businesses by claiming this interest on monies no longer borrowed by those businesses.

**Wytkin Lifting Services Ltd,
Derbyshire.**

While the details of Wytkin's contract were agreed between them at the start, or probably buried in the small print, the fact is that many UK banks are paying lip service to the UK government's request to support businesses through the current economic downturn and yet doing the total opposite. From the calls emails and letters we have seen on this subject, HSBC is the worst of the worst. In particular it has been getting extremely aggressive with a number of crane hire companies this year, mainly those with strong balance sheets but a week cash position. The typical modus operandi is to revalue all of the assets at a fraction of their even depressed value and then claim a default on loan covenants and demand immediate repayment. The implied threat is that they will place the company in administration, if this is done, you can be sure they will call in their bedfellows in crime, the big administrators such as KPMG whose main function is to pay back the banks and other secured lenders, make a decent killing for itself and if there are a few crumbs left pay them to the poor creditors "who should have known better than to do business with the said company". The whole thing is a scandal and – but then this is not the comment page!" Ed

Dear Sir,

I have just been looking through the latest issue of Cranes & Access and in particular the listing of access rental companies. I see that you have our company in here in spite of the fact that we did not provide you with the information. It is not accurate and I am wondering where you got it from.

We do not want to be part of this feature and do not care for the fact that you have published information that we did not provide. Please do not put us in next year.

Name withheld as the correspondent did not wish to have any publicity.

This year's Top 30 rental company survey was our 12th and has become a useful guide the industry in the UK and Ireland. Over 90 percent of the information is provided by the companies in the chart. Every year a few companies refuse to participate- three this year – while a few others either fail to respond or sent it in late in spite of repeated requests. When information is not provided we estimate the fleets based on prior year's information and by asking the opinion of those who may know, or at least have a good idea. For the survey to be meaningful it cannot be something that individual companies can opt in or out of. Interesting this year we had more companies contacting us to ask to be included in the survey next year. Your thoughts and opinions on this subject would be much appreciated. Ed

Dear Mark,

I was most interested to learn from your September issue that Grove is going to bring out a new 150 tone RT crane in the wake of the RT1650.

I sold the last of these giant RTs in 1986 to Poland. The customer was Petrobaltic of Gdansk, an offshore drilling company which, at the time, was a Communist joint venture between the Soviet Union, Poland and the GDR (East Germany). The crane had been used as a yard crane at Shady Grove for a year or so and was sold as a used unit with a 12 month warranty and it had some teething problems with the internal stabilisers soon after installation, which took Grove a couple of months to sort out.

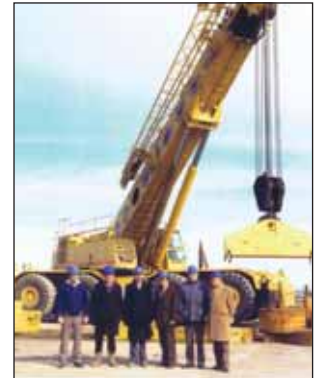
I was summoned to appear before a "Tribunal" headed up by the Soviet managing director, but I had harried the Grove management about it and managed to delay the meeting until I had the parts and the service engineer all ready to carry out the necessary modifications. I defused the situation by eating humble pie, but my Polish interpreter was incensed at the fact that all discussions were conducted in Russian on Polish soil!

The crane worked perfectly satisfactorily after that and in 2008 underwent a complete overhaul and is still in operation – and I am sure that it is the only one left in the world!

I started selling cranes to Poland and the Comecon countries in 1960 and for those who are interested in the techniques of selling to Communist countries in those days, it is all recorded (along with much more) in my memoirs '40 years a salesman' A limited number of copies are left which are available at the special price of £15 including post and packing.

Yours Sincerely, Dick Lloyd

Dick Lloyd can be contacted on +44-(0) 1548 531068
or at 2 Brook Cottages, Sherford, Kingsbridge, TQ7 2A



Hand over photo of the Petrobaltic delegation Shady Grove 1986

Re Open letter from HSE in this month's issue

Hmm, let me do some maths: 117,000 Lifts in 3 years, 39,000 lifts per year, 750 lifts a week, 107 lifts a day, 4.4 Lifts an hour. This assumes that lifts took place continuously 24/7 with no time off at all in that three year period.

If you assume a 10 hour shift, 6 days a week and two weeks off a year it looks like this 780 lifts a week, 130 lifts a day, 13 Lifts an hour or a lift cycle every 4 1/2 minutes. All day.

Am I missing something or does this sound a little far-fetched? Why would anyone design a crane intended for this work with a lifespan of only 25,000 cycles? What port would buy it? What dealer would suggest it?

What do you think?

Regards,

Steve, Houston, Texas

The crane concerned was in fact a mobile crane, which the letter may not have highlighted, it subsequently turns out that it was on rent to a port. See the Crane Interest Group article on page 49 which provides more information. Ed.

Letters to the editor: Please send letters to the editor: Cranes&Access: PO Box 6998, Brackley NN13 5WY, UK.

We reserve the right to edit letters for length. We also point out that letters are the personal views of our readers and not necessarily the views of the Vertical Press Ltd or its staff.

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SAIE stop press

As we went to press this month several more manufacturers decided to release details of the products that they are planning to exhibit at SAIE in Bologna later in the month. Given that there are a number of significant new product introductions among them we thought it worthwhile highlighting them.

CTE spiders and trucks

CTE has announced that it will introduce a number of new products, including a lithium ion battery powered version of its popular 17 metre spider lift, the Traccess 170E. The new power pack provides around five hours of continuous operation and takes eight hours to fully recharge from empty. The lithium power will add another benefit to what is already a popular model and will help boost the battery powered compact spider lift market - initiated by Hinowa with its lithium ion models last year.



The new CTE T170E spider lift with lithium ion battery pack



The new CTE Zed 29J

The company will also show its new 29 metre ZED 29 J articulated truck mounted lift with dual parallelogram sigma riser, three section top boom and articulating jib. The stowed unit has a compact eight metres overall length, a GVW of 10.5 tonnes and offers up to 15 metres of outreach.

If you are staying over the Friday evening CTE is hosting a happy hour on its stand with music and entertainment, to which you are invited.

Bassa, Corta, Semplicemente idraulica

Rather than introduce any major new product breakthroughs GSR has focused on improving its highly popular 3.5 tonne 21 metre PX articulated truck mounted lift offering. The new E210PX will, one assumes, replace the E219PX. Its key attributes are its more compact dimensions being around 750mm lower than the 219 with an overall height of just 2.5 metres. It is also shorter and still includes simple full pressure hydraulic controls eschewing complex electrics in favour of a product that can be easily maintained and repaired by small rental companies.

Oh and that Italian headline?

Lower, shorter - simple hydraulics the essence of this new products according to GSR.



The new GSR E210PX will be unveiled at SAIE.

Platform Basket adds battery spider

Platform Basket will show a new 13.4 metre, two man compact spider lift with a battery powered power option. The new machine the 13.65 weighs just 1,400kg, has a 2.7 x 2.7 metre outrigger footprint and an outreach of up to eight metres.

Oil&Steel to unveil new Eagle flagship

Oil & Steel has a good deal to say, and will be effectively launching its new sales and local distribution network alongside a new 60 metre Eagle truck mounted lift, the 6035, which replaces the popular Eagle 5634 and heralds the start of a revamp to the entire Eagle range.

The new Eagle 6035 is mounted on a four axle (8x2) - 32 tonne truck with an overall length of 11.5 metres, a width of 2.5 metres and overall height of 3.99 metres. Platform capacity is 280 kg/three persons or 500 kg/four persons on a 2.5 metre wide platform that can extend to 3.6 metres and features 360 degrees of platform rotation. Maximum outreach is 35 metres from the five section main boom and three section articulated jib. All hoses, wires and other services are routed internally.



The new Eagle 6035 will be unveiled at SAIE.

A separate eight tonnes of counterweight is available that is transported separately from the machine and once installed - under its own power - boosts the outreach by around 20 percent. Slew is 360 degrees continuous and operation is possible from the platform or from a fully glazed cab with air conditioning as standard.

Another compact Snake

The company will also show the new Snake 2815 Compact, mounted on a Mitsubishi Canter six tonne truck. Working height is 27.5 metres and outreach just over 14 metres. Jacking is variable from within the overall width to extended one side or both.

The new Oil&Steel Snake 2815 Compact.



Whats on?

SAIE 2010

Bologna Fair, Italian Building products exhibition.
October 27-30th, 2010, Bologna, Italy
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Fax: +39 051 6374013
E-mail: saie@bolognafiere.it



Big Five 2010

November 23-27, 2010
Middle East construction show in Dubai, Dubai, UAE
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Fax: +49 (0) 89 949 22 350
Website: www.thebig5exhibition.com
E-mail: info@imag.de

Bauma China

Shanghai, China, November 23-26, 2010
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Fax: +49 (0)89 9 4920259
E-Mail: info@bauma-china.com

Executive Hire Show 2011

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February 2-3rd, 2011 Coventry, UK
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Fax: +44 (0) 1249 700776
E-mail: nigel@executivehirenews.co.uk



Bauma/Conexpo Show India

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Website: www.bcindia.com

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Fax: +44 (0) 1539564686
E-mail: info@ipaf.org www.ipaf.org



SED 2011

UK' construction equipment show
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Fax: + (44) 020 8652 4804



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E-mail: info@vertikal.net
www.vertikaldays.net



Platformer Days

German access equipment event
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Fax: +49 (0) 5031972838
E-mail: 2010@platformers-days.de

Europlatform

September 13th 2011.
Maastricht, Netherlands.
Tel: +44 (0) 15395 62444
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Email: info@ipaf.org www.ipaf.org

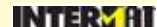
Apex

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Fax: +31 (0) 547 261 238
E-mail: Joyce@ipi-bv.nl
www.apexshow.com



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ALL TERRAIN-CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
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25t Demag AC 25	1998	4x4x4	25.00m + 1.20m
30t PPM ATT 335	1997	4x4x4	27.40m + 15.00m
35t PPM ATT 400	1998	4x4x4	30.40m + 15.00m
35t PPM ATT 400/2	2000	4x4x4	30.40m + 8.00m
35t Faun ATF 30-2L	2005	4x4x4	28.50m + 12.20m
40t Liebherr LTM 1040-1	1994	6x6x6	30.00m + 8.00m
40t Liebherr LTM 1040-1	1999	6x6x6	30.00m + 14.50m
45t Faun ATF 45-3	2004	6x6x6	34.00m + 15.20m
50t Marchetti MG 50.3	1992	6x6x6	32.00m + 16.00m
55t Liebherr LTM 1055/1	2004	6x6x6	40.00m + 16.00m
55t Grove GMK 3055	2005	6x4x6	43.00m + 15.00m
60t Faun ATF 60-4	2002	8x6x8	40.00m + 16.00m
75t Grove GMK 4075	2001	8x6x8	43.20m + 27.00m
80t Liebherr LTM 1080/1	2000	8x6x8	48.00m + 17.00m
80t Faun ATF 80-4	2002	8x6x8	48.50m + 16.00m
90t Liebherr LTM 1090-4.1	2004	8x6x8	52.00m + 19.00m
90t Faun ATF 90G-4	2008	8x8x8	51.20m + 19.00m
100t Faun ATF 100-5	2001	10x8x10	51.00m + 16.20m
110t Faun ATF 110G-5	2008	10x6x10	52.00m + 16.20m
130t Grove GMK 5130	2005	10x8x10	60.00m + 18.00m
160t Liebherr LTM 1160-2	1998	10x8x10	60.00m + 22.00m
160t Faun ATF 160G-5	2005	10x8x8	60.00m + 13.20m
180t Grove GMK 5180	2001	10x8x10	60.00m + 38.00m
220t Faun ATF 220G-5	2007	10x8x8	68.00m + 37.20m
300t Liebherr LTM 1300/1	2000	12x8x10	62.00m + 21.00m

TELESCOPIC - TRUCK CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
30t Liebherr LTF 1030	2003	6x4x2	26.00m + 8.20m
50t Tadano Faun HK 40	2006	8x4x4	35.20m + 9.00m

ROUGH-TERRAIN CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
50t Tadano TR 500 E	1989	4x4x4	34.10m + 17.10m

YARD CRANE

Make / Type	y. o. m.	Drive	Boom / Fly Jib
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14t Demag V73	1992	4x2x2	13.50 m

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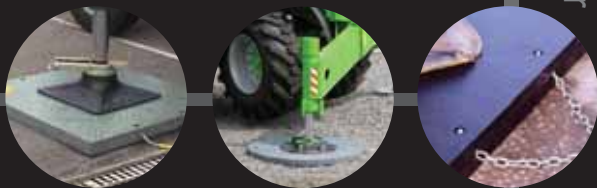
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