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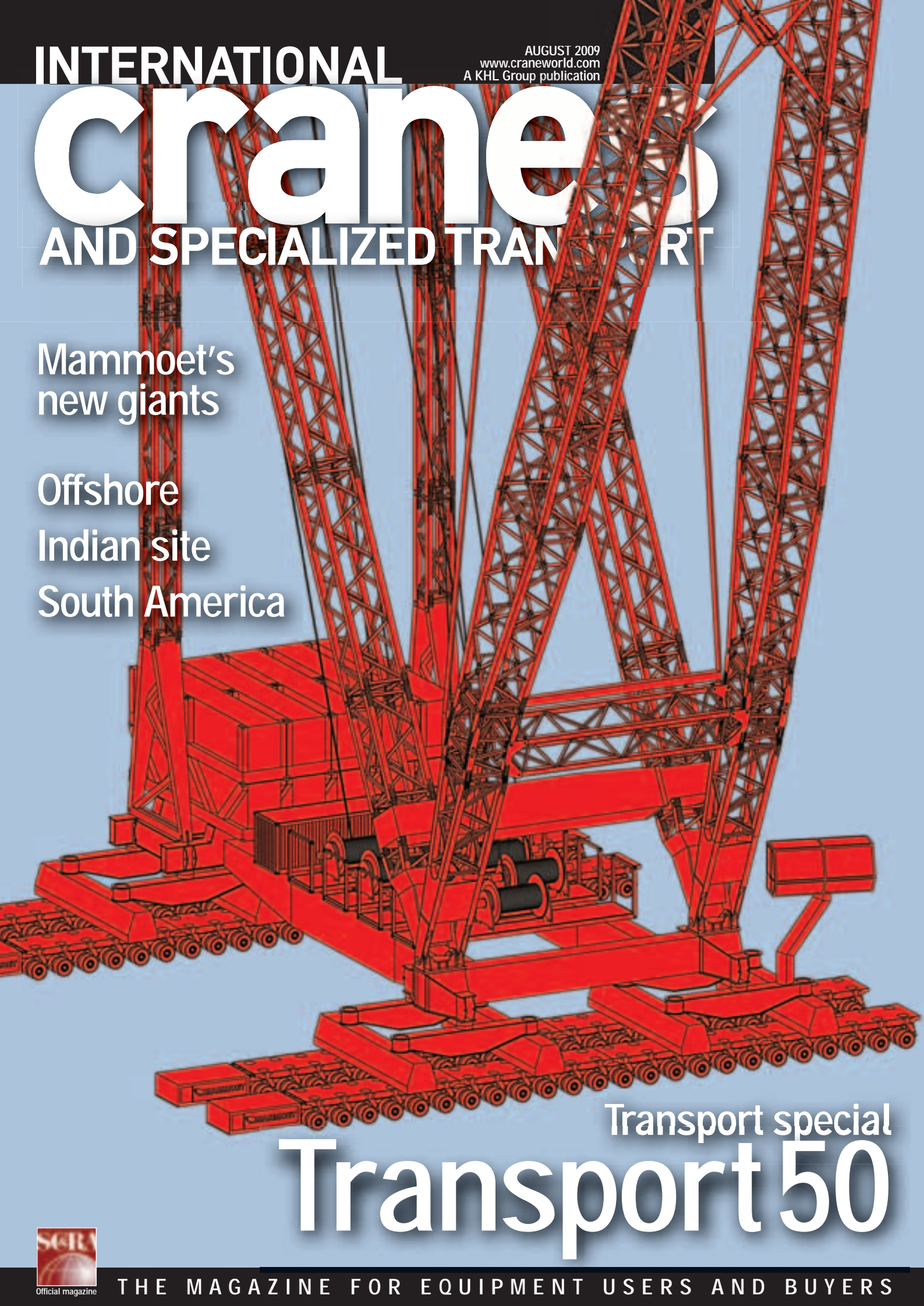
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AND SPECIALIZED TRANSPORT

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# Transport 50



Official magazine

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# INTERNATIONAL cranes AND SPECIALIZED TRANSPORT

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## MEMBER OF



# COMMENT

A major highlight this month is Mammoet's unveiling of its two new giant super heavy lift cranes, pictured on the cover. Largest of the two, the PTC 160 DS rated at 160,000 tonnes, will lift 3,200 tonnes to 44 m radius and still pick more than 200 tonnes at 160 m radius. The schedule is for them to be built and tested by the third quarter of 2011.

The launch of these cranes illustrates the continuing confidence in the heavy end of the industry, in particular, power generation, large civils projects and petrochemical plant construction. For more details on the new super heavy lifters see page 12. I look forward to first sight of the other new giants mentioned in this column last month.

Also a feature of this month's issue and on the cover is the extra transport content. Star is the IC Transport 50 listing of the world's largest specialized transport companies. Now in its fifth year, the T50 has shown particularly strong growth this year, which is especially encouraging in the current economic climate. More than 20 companies are new entries, taking the total to 81 and keeping us on course for 100 next year. If you know of a company not in the T50 that you think should be then please inform me. See the top 50 in the feature starting on page 17. For the full table with all 81 entries and other interesting and useful data, see the full length version on [www.khl.com](http://www.khl.com)

It is not all specialized transport. Our regional feature on South America continues the positive theme as a continent where growth in crane sales is now happening, as opposed to the usual forecast that it is the next region where growth will happen. See page 36.

Also featured this month is offshore lifting, a sector largely driven by the world's insatiable demand for energy, especially from oil. Reserves in less accessible places, for example, at the bottom of the sea are more viable so there is growing need for deep water lifting. See the full story on page 41.

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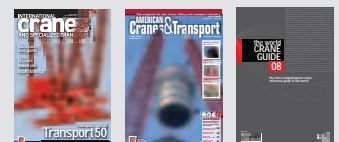
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## ON THE COVER



A preliminary design drawing of one of Mammoet's two new 3,200 tonne capacity new super heavy lifters. They can be transported fully rigged on SPMT. For more details on both the PTC 160 DS and PTC 120 DS see our exclusive interview with Jan van Seumeren Jr, Mammoet chief technical officer, on page 12

## SUBSCRIPTIONS

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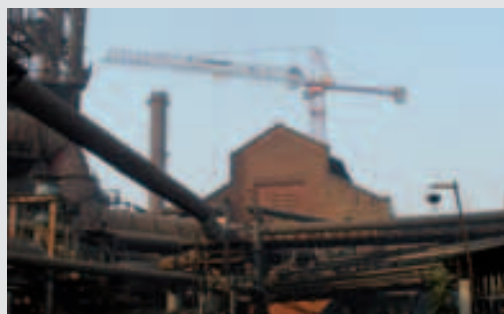
In only its 5th year, the Transport 50 listing of the world's largest specialized transport companies is up to 81 entries, an increase of 20 from the 61 last year



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## NEWS HIGHLIGHTS

■ **Badger Equipment Company**, a Minnesota, US-based manufacturer of specialized rough terrain cranes and material handling products has been acquired by Manitex International, which includes boom truck crane manufacturer Manitex. The terms of the deal included US\$250,000 in Manitex common stock and a \$2.75 million five year note bearing interest at 6%, for an aggregate purchase price of \$3 million. Badger, which was acquired from Avis Industrial, a privately held company, had revenues of about \$10 million, EBITDA of around \$500,000 and positive net income in 2008, said Manitex International.

■ **Construction Plant Competence Scheme (CPCS)** in the UK will make industry-led changes to the CPCS scheme to increase its flexibility. CPCS was revised a year ago in response to industry requirements and to fit in with the Construction (Design and Management) Regulation Approved Code of Practice (CDM ACoP). Following consultation with industry bodies, for example, Construction Plant-hire Association, Association of Lorry Loader Manufacturers and Importers, and the Health and Safety Executive, an extra meeting of the CPCS Board was held on 9 July to discuss further changes.

■ **All Erection & Crane Rental Corp.** in the US has appointed Scott Russell as director of international operations. Russell is based at the company's headquarters in Cleveland, Ohio, and in Tampa, Florida. He is charged with developing and maintaining high-level customer relationships with global companies to leverage opportunities for business development, according to the company.

# Manitowoc sales down but orders steady

Second-quarter 2009 net sales in Manitowoc's crane segment were US\$652.3 million, down 39% from \$1.064 billion in the second quarter of 2008. Crane segment operating earnings for the second quarter of

2009 decreased 70% to \$49.5 million from \$167.0 million in the same period last year. Excluding the negative impact of foreign currency on the crane segment results, second-quarter sales and operating

earnings were down 31% and 62%, respectively.

"Obviously, crane demand continues to be weak across most of our markets," said Glen Tellock, Manitowoc chairman and chief executive officer. "The exceptions include portions of Asia, Latin America, and Africa. We are also encouraged that overall new orders are continuing to exceed cancellations in terms of both unit and dollar volumes."

Crane segment backlog was \$901 million at 30 June 2009, down 36% from \$1.397 billion at 31 March 2009. Although the company has seen stabilisation in the form of net positive order flow, the magnitude of new orders is less than the quarterly shipments, the company said.

See a full version of this report on [www.khl.com](http://www.khl.com)

## HERCULES BOUGHT BY MAMMOET

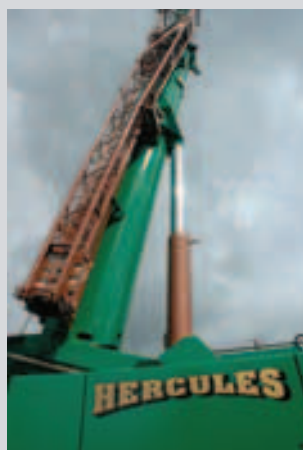
Mammoet Australia has acquired Hercules Crane Hire and Hercules Heavy Lift.

Hercules Crane Hire, based in Port Hedland, Leonora and Newman, will extend Mammoet's presence in Western Australia (WA).

Greg Roberts, who formerly headed up the Hercules crane hire and heavy lift brands, is managing director of the crane rental division, operating as Hercules Crane Hire, a division of Mammoet Australia.

"The addition of Hercules is expanding Mammoet Australia's current footprint within the WA hydraulic crane hire business. Shortly, Hercules will commence operations in Karratha, in support of Mammoet's project at Woodside's Pluto Project and to provide a quality option to other clients in that region," said Mammoet.

Ben Schulte will remain responsible for the project division in his role as managing director.



## New 50155S from Manitex

Manitex has taken the first orders for its new 50155S crane. On reach, the new crane breaks the 200 foot (61 m) barrier with a powered boom and single piece jib, the company said. Developed for the power line construction market and other high reach applications, the 50155S will reduce operating costs through reduced and simpler set-up time, the company said.

The 50155S has the existing Manitex 50 US ton (45 tonne) platform and adds a 155 foot (47.2 m), five section proportional boom to reach a powered boom tip height of 164 feet (50 m). Lifting capacity at this height is 8,500 pounds (3,863 kg).

Configured with a 39 foot (11.9 m) single piece jib, the crane lifts 4,500 pounds of (2,045 kg) at a tip height of 202 feet (61.5m). Alternatively, a rotating man basket can be attached to the main boom or to the jib.

The 155 foot (47.2m) boom sets the standard as the greatest powered-boom reach available on a commercially available chassis, the company said.

One of the initial units has been ordered by Truck Utilities out of St. Paul, Minnesota for use by MJ Electric LLC. The truck has a creative axle configuration to make it legal for travel on roads with 7 ton per axle limitations.

Since last year's IC Transport50 ranking, Edwards Moving & Rigging in the USA has increased its fleet of modular trailers by more than 50% and added 500 US tons (454 tonnes) of dual lane conventional trailer, helping push it up the table to 38 from 42. Pictured is one of two turbine skids with a gross permitted weight of 843,296 pounds (383 tonnes) that was hauled 140 miles (224 km) using 16 tandem dual lane transporter. For the full 2009 Transport 50 see page 17.





# Terex Cranes sales fall but still in profit

Second quarter 2009 net sales at Terex Cranes were down US\$342.8 million, or 41.1%, to \$491.0 million compared with the second quarter of 2008. Excluding the translation effect of foreign currency exchange rate changes, net sales decreased 32.5%.

Sales of rough terrain and tower cranes were badly hit as commercial construction projects were postponed or

halted and oil related energy demand for rough terrain cranes slowed. Larger crawler and all terrain cranes are still needed for infrastructure projects and energy projects, including wind turbines and power station construction, according to the company.

Operating profit at Terex Cranes for the second quarter of 2009 was \$20.0 million, down \$106.3 million compared

with the \$126.3 million in the second quarter 2008. Operating margin was 4.1% down from 15.1% in the same period a year before. Profitability was down around \$106 million due to lower net sales, Terex said.

Terex Corporation announced a net loss for the second quarter of 2009 of \$77.6 million compared to net income of \$236.3 million for the same period 2008. Net sales were \$1.32 billion, down 55.0% from \$2.94 billion in the second quarter of 2008. Adjusting for the translation effect of foreign currency exchange rate changes, net sales decreased about 49%.

The impact of restructuring is expected to improve financial results for the second half of 2009; however, the current end-market demand for machinery in general makes it unlikely that Terex Corporation will be profitable, excluding charges relating to ongoing restructuring activities, in the second half of 2009.

## TEREX COMPLETES FANTUZZI PURCHASE

Terex Corporation has completed the acquisition of port equipment companies Fantuzzi Industries S.a.r.l and Noell Crane for about €155 million (US\$219 million).

Financial arrangements were made with existing Fantuzzi creditors to provide Terex with long-term financing. "We are quite pleased that Fantuzzi and Noell and their team members are now part of the Terex Cranes family," said Rick Nichols, president, Terex Cranes.

"Fantuzzi and Noell are unquestionably leaders in the design, manufacture and service of port equipment and, although the global economy is slow today, the longer term prospects for intermodal transportation remain very attractive and substantial in scope. This acquisition also helps diversify our cranes business and expands the product offering of Terex Cranes to the port industry beyond our current stacker product line," said Nichols.

## Artic launches articulated tower

A new 4 tonne capacity articulated tower crane launches in August. The Raptor 84 from Sweden-based ArticCrane, is the company's first model and has been a year in the making.

Part of the jib section is still under construction and once ready will undergo testing with the rest of the machine. One unit has already been sold to City Lifting, in the UK, and starts work in August 2009.

The Raptor 84 has a safe working load of 4 tonnes at 21 m radius and 2 tonnes at 32 m. The minimum out of service radius is 4 m, making it ideal for confined spaces



such as inner-city sites, said the company. Freestanding height is 32 m using a standard 1.2 x 1.2 m tower, although towers with alternative dimensions are available.

## NEWS HIGHLIGHT

■ Australia's largest crane rental company Boom Logistics has received a merger proposal from its biggest shareholder.

The Harbrow Group, together with its associated entities, including McAleese Investments Pty, holds 12.2% of the business. Its unsolicited proposal came during confidential market soundings by Boom to raise equity and strengthen its balance sheet ahead of plans to develop the business.

The evaluation process is expected to take several months during which the proposal will be assessed alongside other strategic opportunities, according to Boom Logistics.



A pair of new Grove wheeled mobile telescopic cranes have been launched to the UK market. The GCK3045 city type and the truck mounted TMC540 were shown to 50 prospective buyers at a customer day held at the new Manitowoc UK facility in Buckinghamshire, north west of London.

Both the 45 tonne capacity GCK and the 40 tonne capacity TMC were shown for the first time at the Intermat exhibition in Paris in April.

The three axle GCK3045 has a 34 m boom and is described by Manitowoc as a city crane that "will open up new jobs for customers in a wide range of city centre and indoor industrial projects." It is the first Grove city crane and will be offered for sale in Europe.

"We are very excited to launch this crane, which has been developed in partnership with Kobelco Cranes," said Neil Hollingshead, Manitowoc global product manager for all terrain cranes and rough terrain cranes.



# Ainscough shifting towards larger cranes

The UK's largest mobile crane rental company, Ainscough Crane Hire, has ordered 20 units of Liebherr's new 150 tonne capacity LTM 1150-6.1

all terrain crane.

Neil Partridge, Ainscough Crane Hire managing director, said, "While demand for lower capacity mobile cranes

is particularly depressed, the requirement for larger mobile and heavy crawler cranes is buoyant and we are shifting our fleet emphasis accordingly."

The new cranes are part fleet replacement and part fleet expansion. "We were running a fleet of 160 tonne cranes, which were old technology and they are all going [five units]. We run a number of 200 tonners and some of those are going too," Partridge explained.

An advantage of the six axle 150 tonner is that a large proportion of the total counterweight can be carried on board the crane within axle load weight limits.

"We have been particularly impressed with the functionality of the new Liebherr LTM 1150-6.1 and can immediately see its potential in meeting the needs of our customer base," Partridge said. A 150 tonner is a one-man crane whereas the 160 and the 200 tonners have to have a ballast wagon with them and the 200s are two-man cranes.

"The 150 fills a very nice slot for us where it should have a similar revenue earning capability on one hand but a lower operating cost on the other," Partridge said.

## LIEBHERR TAKE CENTRE STAGE



Two Liebherr top slewing tower cranes are setting the scene at the world's largest open-air opera theatre.

The towers and jibs of the 550 EC-H 40 FR.tronic and 280 EC-H 12 Litronic will form a frame enclosing the Bregenz Lakeside Theatre, on Lake Constance, throughout the 2009/2010 season.

They will also lift scenery weighing up to 12 tonnes during Giuseppe Verdi's opera *Aida*, premiering on 22 July. Both cranes have been mounted directly next to the stage in the water on timber piles to form the foundation for the crane structure.

The 550 EC-H 40 FR.tronic is erected on an undercarriage measuring 10 x 10 m, with a hook height of 59.5 m. Working radius is 54.5 m and the load capacity is 40 tonnes. The 280 EC-H 12 Litronic has an undercarriage of 6 x 6 m and a hook height of 39.4 m. Working radius is 28.5 m and capacity is 12 tonnes.

## Q-Plant \$4 million Kobelco investment

UK-based crawler crane rental specialist Q-Plant Hire has invested £2.5 million (US\$ 4

million) in six Kobelco cranes. They include four 80 tonne capacity CKE800s, a 110 tonne CKE1100 – the first of this new model to be delivered in the UK – and a 135 tonne capacity CKE1350.

The latest to be delivered is the CKE1350. It is working on a long-term contract with UK construction and civil engineering company Costain on Thames Water's West Ham Flood Alleviation Scheme at the Abbey Mills Pumping Station in East London. The

crane provides the main lifting services at the 23 m deep tunnel shaft-head where a 3.3 km long, 2.8m diameter tunnel system is being excavated to drain storm water from the surrounding sewerage network.

Rigged with a 42.7 m main boom, the crane is in daily use for hoisting out and dumping the 8 tonne skips of excavated material, and for delivering the pre-cast concrete tunnel lining segments which weigh up to 2 tonnes each.

## NEWS HIGHLIGHTS

■ Industrial crane and hoist manufacturer Columbus McKinnon Corporation in the USA will consolidate its hoist and rigging products and brands into one sales force.

Sales managers for the company's brands, which include CM, Yale, Chester, Coffing, Budgit, and Little Mule, will now have access to the complete portfolio of products, regardless of brand.

■ Industrial auctioneer Ritchie Bros. Auctioneers, sold more than US\$20 million of heavy equipment and trucks, including 61 cranes, at its unreserved public auction in Chicago, USA on 16 and 17 July. More than 2,200 people from 27 countries registered to bid on more than 2,700 pieces of used equipment, including more than 140 truck tractors and 160 trailers.

■ Kirby-Smith Machinery Inc. in the USA has acquired Dallas, Texas-based Continental Equipment Company. Continental will be operated under the Kirby-Smith Machinery name. The addition of Continental gives Kirby-Smith a total of nine branches in Oklahoma City, Tulsa, Kansas City, St. Louis and Dallas.

■ Barnhart Crane & Rigging in the USA has acquired the assets of Eddie Johnson Crane Services and appointed Keith Johnson to its team. Johnson has 25 years of experience and will lead the company's development operations in Oklahoma. Barnhart has also taken on five cranes from Eddie Johnson, the largest being a 175 US ton (160 tonne) capacity Grove all terrain. "With the resources and tools available with Barnhart, I can truly serve my customers with almost any rigging and transportation solution imaginable," Johnson said.







SANY 400T Crawler Crane Showcasing Skills in Xinjiang, China

- Various safety devices design, safer and more reliable operation
- Quick delivery. Parts and professional services all over the South East Asia
- Engine, Hydraulic system, load indicator, wire rope etc, most key parts, we used world famous brands under global purchasing
- We already exported many units to USA, EU, Australia, South Korea, South-east Asia, Mid-east, Russia and so on

Product Series: 50T 80T 100T 150T 200T 250T 320T 400T 630T 900T 1000T



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Three working gauges, four section full power boom, unbeatable hydraulic pilot-operated control, transports with tracks attached in one or two loads.

**THINK CRANES.  
THINK LINK-BELT.**



# TCC 750

75 ton (70 mt) Telescopic Crawler Crane

**Link-Belt**  
CRANES



# Escorts to offer Zoomlions in India

Indian crane manufacturer Escorts Construction Equipment Ltd. (ECEL) has formed an agreement with Chinese crane manufacturer Zoomlion to sell its truck and all terrain cranes in the country.

ECEL manufactures pick and carry cranes with lifting capacities from 5 to 23 tonnes, and rough terrain and yard cranes up to 40 tonnes. Rajesh Sharma, ECEL vice-president and head of marketing and sales, said the time is now right to introduce more new truck cranes and all terrains into the market.

About 100 new truck cranes and all terrains are sold in India each year. The only manufacturer to make similar machines is TIL, which produces boom trucks, said Sharma.

There is, however, a large used crane market for truck cranes and all terrains in India, mainly because new western manufactured products are too expensive, added Sharma.

ECEL believes the cheaper new products from Chinese manufacturer Zoomlion will prove to be popular and hopes to sell up to 25 units a year.

ECEL is setting up a sales and support network to promote the full range of Zoomlion truck cranes from 12 to 150 tonnes capacity and the manufacturer's all terrain models up to 220 tonnes. The Chinese company will soon launch a 350 tonne all



A 220 tonne capacity Zoomlion QAY220 all terrain crane

terrain, which will also be sold in India.

Sharma says the deal means

ECEL now offers a complete line of cranes, following a similar arrangement with Italian loader crane manufacturer Fassi.



The first Linden Comansa 21LC750 flat top tower crane, configured to its highest load capacity of 48 tonnes, has been erected at a steel foundry in the Ukrainian city of Donetsk. The crane's first lifts will involve dismantling the foundry's existing oven and replacing it with a new one. Once this has been completed, the 21LC750 will begin its permanent duty of serving the oven

## UK TOWER CRANE REGISTRATION

Proposals for a statutory scheme to register tower cranes in the UK have been published by the Health and Safety Executive (HSE).

Under the proposals, details about a tower crane being used on a construction site will have to be supplied to the HSE. They include the name and address of the crane owners, the site address, details needed to identify the crane, the date of its thorough examination, details of the employer for whom the examination was made, and whether any defects posing a risk of serious injury were detected.

All details notified to HSE will be contained in a register that will be open to public scrutiny. Each registration will cost £20 (US\$32) to cover administration costs, it is proposed.

The HSE is also seeking views on whether the proposals should be extended to cover self erecting tower cranes and those used in non-construction settings, as well as conventional tower cranes on construction sites.

To this end, the HSE is carrying out a consultation period covering all aspects of the scheme, which is due to close on Friday 9 October 2009. The organisation said it was committed to establishing the scheme by April 2010.

According to the HSE, there about 2,400 tower cranes operated in Great Britain, with around 1,800 in use at any one time. Since 2000, eight people in the UK have been killed in incidents involving tower cranes, including one member of the public.

## Cargotec demand low

Figures for the first half of 2009 at Cargotec show that demand for the Hiab, Kalmar and MacGregor lines of cranes remained low.

Cargotec group sales were down 17% at €1.35 billion (US\$ 1.89 billion) from €1.63 billion (\$2.3 billion) in the first half of 2008. Hiab accounted for €268 million (\$375 million), Kalmar €411 million (\$575 million) and MacGregor was €251 million (\$351 million). Only deliveries of marine cargo handling equipment grew from the previous year.

The total Cargotec order book was €2.56 billion (\$3.6 billion) on 30 June. Of that Hiab was €138 million (\$193 million), Kalmar €514 million (\$720 million) and MacGregor €1.90 billion (\$2.7 billion).

Mikael Mäkinen, Cargotec president and CEO, said, "The whole first half of 2009 has been an extremely challenging time in cargo handling and has required heavy restructuring of our operations. Our global supply footprint will change significantly during this year. Additionally, we aim for a clearly better and more efficient operating model in our sales and services network. The strong cash flow during the first half is an excellent achievement in this market situation."

Due to the weak market, demand for Cargotec products is expected to continue lower than 2008. Despite expected growth in marine handling business Cargotec 2009 sales are forecast to decline around 25% from 2008.

**T**aking shape on the drawing board at Mammoet in the Netherlands is a pair of new giant heavy lift cranes for application in petrochemical, power, offshore and civils markets.

"We see it as a totally new generation of super heavy lift cranes. These cranes are not already there in the market, if you look at the load-moment capacity," explains Jan van Seumeren Jr, Mammoet chief technical officer.

"The main advantages are that they are very compact, ring-based and very versatile in terms of slewing and travelling with load. They are fully containerised, slewing is by bogies, hoisting and booming up and down is by winches so they are like a typical traditional crane like our other PTC ring cranes but much bigger – three to four times the capacity," van Seumeren continues.

"We will focus on the existing markets that we are already in; petrochemical, power, offshore and civils. In the nuclear power industry we see that demand is coming for new plants. We decided to build this crane because we see a change in the market. Clients are asking us if we can lift bigger pieces – modular construction – higher or at longer radius."

Van Seumeren also identifies a growing trend for multiple lifts, "It is done

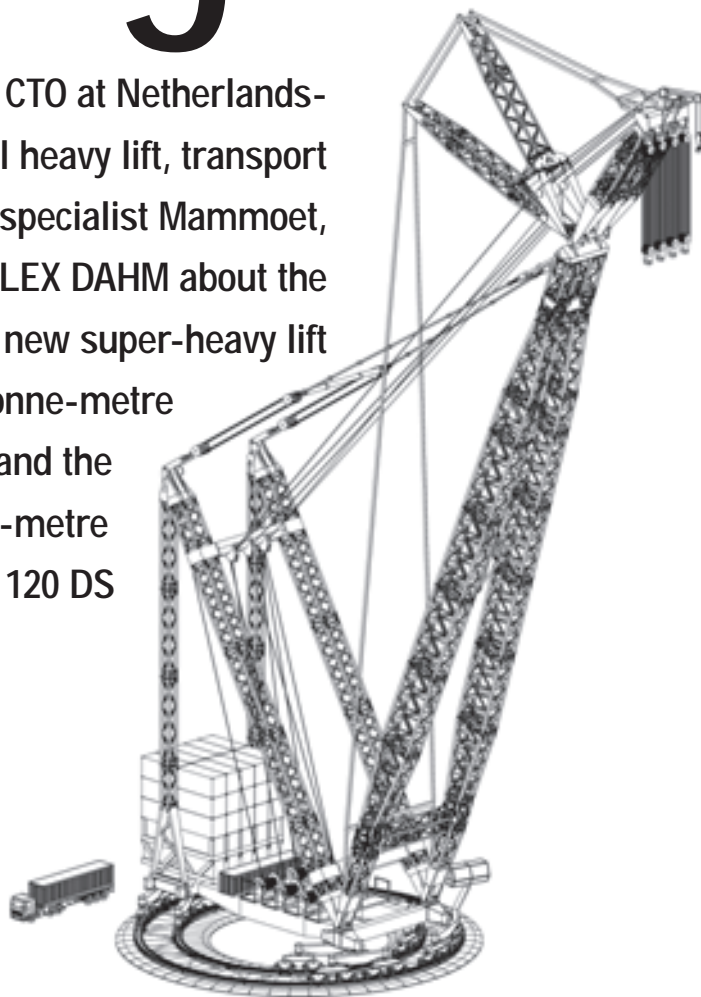
# New giants

**Jan van Seumeren Jr, CTO at Netherlands-based international heavy lift, transport and crane rental specialist Mammoet, talks exclusively to ALEX DAHM about the company's two new super-heavy lift cranes, the 160,000 tonne-metre PTC 160 DS and the 120,000 tonne-metre PTC 120 DS**

already but our customers are asking for it more, it is a growing trend."

There will be two models, the PTC 120 DS and the PTC 160 DS. "The 120 and the 160 stands for the load moment so it is a 120,000 tonne-metre load moment and a 160,000 tonne-metre load moment. The difference between the two cranes is the ring base." The outer ring base from the smaller crane is the inner ring base for the larger one. When you have two cranes, with an extra ring set you can convert the 120 to a 160 and have two units of the larger model.

"We will build the 160



The new PTC 120 DS and PTC 160 DS will be fully winch operated cranes, including booming up and down, which, van Seumeren says, is a different concept from alternative lifting devices with strand jacks, like the company's MSG 80

first unless there is a call beforehand for the 120. It is easy to switch. The difference between the two cranes is the ring. The rest of the crane is exactly the same, including the counterweight." To build the larger crane the radius of the counterweight will be increased.

"To give you an idea of capacity, with the PTC 160 DS, we can lift 3,200 tonnes at 44 m radius with 85 m boom. The PTC 120 DS lifts 3,200 tonnes at 36 m radius and with 85 m boom."

## Using experience

Although on a much larger scale, the design principle is based on experience gained

from the company's four existing PTC cranes and the needs of their existing market. The new cranes are designed to be particularly useful on construction sites where space for a large crane is restricted, for example, in existing refineries and petrochemical plants.

"It is a very compact design. The ring on the PTC 120 DS is 41 m in diameter and, if you take the total, including the mats, it is just under 45 m. If you take an ordinary crawler crane, say 1,250 or 1,350 tonne capacity and you take the ballast radius with counterweight, you are already much over this. We have a very compact base, achieved



## A LIFE IN CRANES

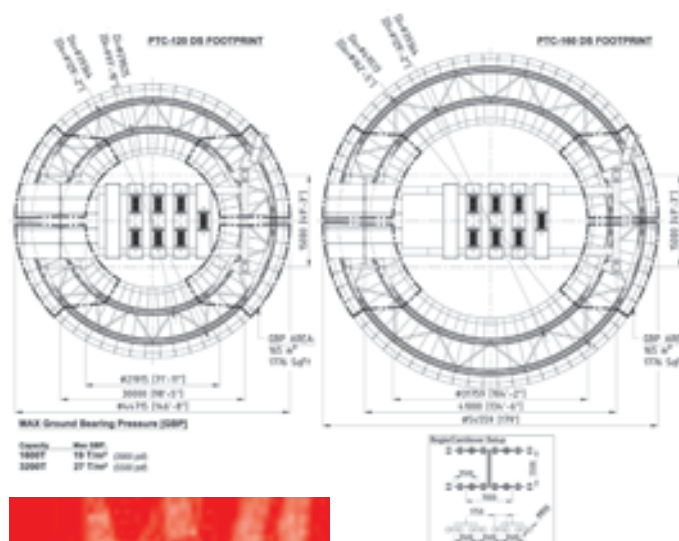
**JAN VAN SEUMEREN JR** has been in the crane industry all his life. He was born into cranes and grew up around them with the heavy lift and transport company Van Seumeren, before it acquired Mammoet and changed its name. He has worked full-time, first at Van Seumeren and then Mammoet, for about 12 years. On 1 January 2005 he joined the Mammoet board of management and is responsible for everything related to equipment aside from general rental.



using a lot of counterweight – 3,400 tonnes.” Just for perspective, a 1,350 tonne capacity crawler crane has about 600 tonnes of counterweight and a ballast radius of about 30 m, van Seumeren says (giving a 60 m swing circle diameter).

Existing PTCs have the ring with hydraulic cylinders underneath and outrigger plates. They can be moved fully rigged but cannot travel under load. On the new cranes the bogies with their hydraulically driven wheels run on rail tracks. “With these new cranes we can travel, with load, on the wheeled bogies. On those same bogies and rail tracks we can relocate the machine. We can also relocate on SPMT [self propelled modular transporter].” To travel with load or to relocate on the bogies, the crane is jacked up and the rails are rearranged from a ring to a straight or curved path as required and the crane lowered back down onto the rails.

The high hoisting speed of 10 m/min is another advantage, van Seumeren explains. “We have very high speed winches so you can either do heavy loads relatively quickly or smaller loads very quickly. We put up a 250 tonne capacity runner with very high speed winching. So, you can use it, for example, on construction sites for a big load in the morning and smaller pick and carry loads in



the afternoon. This is also how our existing PTC cranes are designed, to have one machine on the site that you can use for every load, from largest to small ones. We see it as one crane for the job.”

There are four hoisting winches and two topping winches (to change the boom angle). The existing PTCs have two 800 tonne winches and the new cranes will each have four of them, making use of the proven technology.

Another advantage of the

new crane is the boom head, which is of the type used on heavy lift sheerlegs vessels. The swivelling top block means less rigging is needed.

## On the ground

Assembly on site should take about four weeks. Each crane will have a fixed team of two or three people for operation with an additional 10 to 15 for erection. All parts are containerised. These new PTCs will ship in 180 containers, around 80 more than the existing PTC cranes. As on other PTC models the ballast is mainly sand loaded into the shipping containers that are used to transport the cranes.

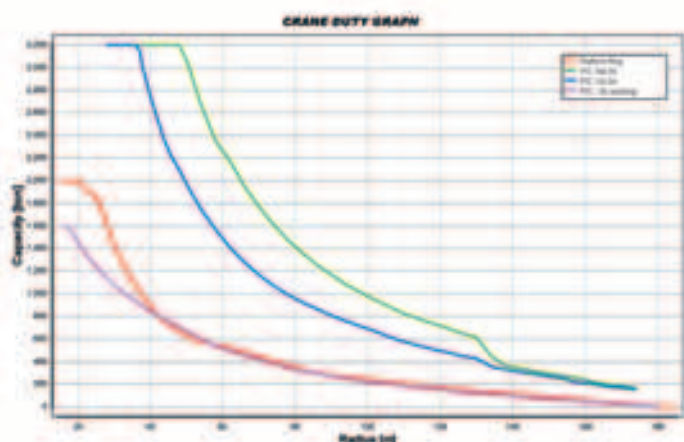
“Maximum ground bearing pressure is 27 tonnes per square metre under full load. That is very low. All our ring cranes have this same figure. If you look at a crawler crane

they can go to 100 tonnes per square metre or even more in some cases. The issue of ground bearing pressure is always underestimated. If you have concrete or rock then, no problem, you can drive with crawler tracks but petrochemical plants are rarely built on such ground.”

Van Seumeren doesn't see a competitor at the moment for the new cranes. “There is alternative lifting, where jobs can be done by strand jacks, and there are push-up towers but, if you take a traditional crane, one that fully operates with winches where you can do multiple loads, then this is the only one in the market in this size.”

Other machines are lifting devices for one off lifts, van Seumeren says, “They are good to do one lift in a day but, if you have to do multiple lifts during a day, you need to boom up, boom down, slew and hoist quickly. There is a trend towards making multiple lifts in a day and our PTC 120 DS and PTC 160 DS cranes will do that.”

All engineering is being done in-house at Mammoet. “After engineering we will start fabrication and we will assemble it here [at Mammoet's Schiedam yard and headquarters near Rotterdam]. We will be testing it here at the beginning of 2011 so we want to have it delivered finished in the third quarter 2011.”



Capacity of the PTC 160 DS is 3,200 tonnes at 44 m radius with 85 m boom. Even at 160 m radius capacity of both cranes is still more than 200 tonnes. Maximum boom and jib combination is 140 + 100 m

## PRELIMINARY SPECIFICATIONS

	PTC 120 DS	PTC 160 DS
Load moment, tonne-metres	120,000	160,000
Safe working load, metric tonnes	3,200	3,200
Boom, min./max., metres	70 / 140	70 / 140
Jib, min./max., metres	18 / 100	18 / 100
operating radius, metres	200	205.5
Slewing speed, 360 degrees, minutes	25	30
Hoisting speed, m/min	10	10
Auxiliary hoist capacity, tonnes	250	250
Ballast, tonnes	3,400	3,400
Footprint diameter, metres	44.7	54.6
Ground bearing pressure, full load, tonnes/sq metre	27	27
Maximum operational wind speed, metres/second	14	14

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# Stocks rally in July

After peaking in May or June, share prices normally spend the following couple of months in a gentle decline. Following the payment of dividends in the early part of the period, along with AGMs, investors can tend to feel there is little point in having their cash tied-up for another six months, hence the gradual sell-off and slow decline.

But just as this looked like being the pattern for 2009, the mid-year results season came along to shake things up.

Earnings were not up on the same period last year – far from it – but they were generally up on investor expectations. That helped drive a useful rally in the markets and restore confidence.

It was the usually more subdued FTSE 100 that led the charge, gaining 8.09% in value between weeks 26 and 30. The Dow was not far behind with a 7.76% rise, while the Nikkei mustered only a moderate 3.12% increase.

The lifting sector found itself in between these, with the IC Share Index putting on a 5.72% rise. On the one hand, its US and European components enjoyed similarly strong rises to the mainstream indicators in those parts of the world.

The sector as a whole, however, was deflated by lacklustre performances for the Japanese manufacturers. Just as Konecranes, Manitowoc and Terex stood out with big double-digit gains, Hitachi and Kobe Steel were notable for their weak rises, while Tadano stood out

for the wrong reasons with a 5.01% fall.

## Results

In the heavy equipment industry Caterpillar is the stock to watch. At any other time a company announcing a 66% fall in profits compared to a year ago would be disastrous.

However, the fact that Caterpillar was not only in profit for the quarter (it made a loss in the first quarter of the year) and that its earnings were at the top end of expectations, gave the whole sector a massive lift.

There were other positive results stories from other sectors in late July and these contributed to the broad stock market rally. In London

for example, the FTSE 100 enjoyed its longest winning streak for four years, with ten consecutive days of rises.

## Outlook

It is unusual for the markets to rally in the summer months. It is more often a time of losses and weak volumes as trading is scaled back over the holiday period. What happens to the markets for the rest of the autumn will depend on what other economic news comes following the up-beat financial results.

July saw a few positive indicators – the number of housing starts in the US seems to be picking up at last, for example – and if these keep coming, stocks should continue to climb.

Share prices enjoyed a rare summer rally in July as mid-year results came in above expectations.

CHRIS SLEIGHT reports

## AUGUST IC SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	CHANGE	% CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
<b>IC Share Index*</b>		<b>233.65</b>	<b>247.00</b>	<b>13.35</b>	<b>5.72</b>	<b>477.07</b>	<b>-48.23</b>
Dow Jones Industrial Average		8438	9093	655	7.76	11371	-20.03
FTSE 100		4249	4593	344	8.09	5353	-14.19
Nikkei 225		9783	10089	305	3.12	13354	-24.45
Hitachi Construction Machinery	YEN	1585	1613	28	1.77	3220	-49.91
Konecranes	€	16.60	18.80	2.20	13.25	25.03	-24.89
Kobe Steel	YEN	174	178	4	2.30	299	-40.47
Manitowoc	US\$	5.29	6.53	1.24	23.44	29.06	-77.53
Palfinger	€	10.54	11.19	0.65	6.17	16.88	32.58
Tadano	YEN	459	436	-23	-5.01	1059	-58.83
Terex	US\$	12.40	14.15	1.75	14.11	49.17	-71.22

\*IC Share Index, end April 2002 (week 17) = 100

## EXCHANGE RATES - US\$

CURRENCY	VALUE AT START	VALUE AT END	CHANGE	% CHANGE	VALUE 12 MTHS AGO	12 MTH % CHANGE
YEN	95.42	94.83	-0.58	-0.61	107.89	-12.10
€	0.7094	0.7029	-0.0065	-0.92	0.6375	10.26
UK£	0.6061	0.6094	0.0033	0.55	0.5030	21.15

Period: Week 26 - 30



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Mammoet relocating one of its PTC ring cranes fully rigged on site at the Neurath power plant in Germany. See the cover and story starting on page 12 for more on moving large cranes on SPMT



Strong growth categorises the 2009 IC ranking of the world's largest transport companies calculated by totalling the carrying capacity of all specialized transport equipment in a company's fleet. See where the companies are placed in this year's table.

**IC reports**

There is only space in the magazine to fully list the top 50 companies. A full list of all 81 companies and other tables and statistics related to the Transport 50, will be available at [www.khl.com](http://www.khl.com)

# Rolling up

In only its 5th year, the *International Cranes and Specialized Transport* magazine Transport 50 listing of the world's largest specialized transport companies is up to 81 companies, an increase of 20 from the 61 last year.

A record 23 new entries, double the number last year, makes the 2010 target of 100 companies look achievable. The disparity between 23 new entries and the total increasing by only 20 is accounted for by the fact that three companies have been dropped due to acquisition, change of business focus and old data. Of the 23 new entries, 18 are in the top 50, 11 are in the top 25 and four of them are in the top 10.

As with all T50 listings so far, Mammoet remains number one in the

world with the greatest capacity and highest Transport 50 Index. Its lead is slightly smaller than last year, however, due to this year's highest new entry Landstar, straight into the table in second place. Last year's 2, 3, and four, Fagioli, ALE and Sarens, are pushed down by Landstar. Sarens is also displaced further by ATS, >



Nippon Express transported a steel jacket weighing 1,300 tonnes for a new runway at Tokyo international airport, Japan



Lone Star and PGT.

In light of the above shifts in position it is a good opportunity to reiterate to new readers the fact that this and IC's other lists, including the IC50 and ICm20, are always evolving and developing. While there is less change in the longer-

Locar on the move in Brazil with a refinery vessel for the national oil company Petrobras

Rank 2009	Rank 2008	Company	Transport 50 Index 2009 trailers	Total capacity in tonnes Modular trailers and dollies	Specialized	Tractor units	Country of HQ
1	1	Mammoet	254,484	120,072	14,340	375	Netherlands
2	n/a	Landstar Carrier Group	97,805	0	97,805	8,598	USA
3	2	Fagioli	78,418	67,318	11,100	122	Italy
4	3	Abnormal Load Engineering (ALE)	69,210	65,110	4,100	45	United Kingdom
5	n/a	ATS Specialized	60,533	0	60,533	900	USA
6	n/a	Lone Star Transportation	42,003	0	42,003	700	USA
7	n/a	PGT Trucking	42,003	0	42,003	700	USA
8	4	Sarens	40,937	36,572	4,365	135	Belgium
9	7	Barnhart	26,782	15,002	11,780	183	USA
10	9	Al Jaber Heavy Lift & Transport	25,096	19,996	5,100	38	Abu Dhabi, UAE
11	6	Bigge Crane and Rigging	24,224	21,304	2,920	60	USA
12	5	Keen Transport	24,063	0	24,063	335	USA
13	n/a	Emmert International	19,120	16,600	2,520	74	USA
14	8	Big Move	16,549	1,375	15,174	190	Europe
15	n/a	Tutt Bryant Group	15,746	7,000	8,746	37	Australia
16	n/a	Globe Eco Logistics	13,328	1,288	12,040	35	India
17	n/a	Miller Transfer & Rigging	12,668	0	12,668	129	USA
18	n/a	Heavy Transport	12,547	5,611	6,936	60	USA
19	10	Nippon Express	12,108	11,985	1,923	22	Japan
20	n/a	Turner Brothers	11,431	1,937	9,494	365	USA
21	12	Irga Lupericio Torres	10,197	5,912	4,285	90	Brazil
22	24	Havator	9,996	6,446	3,550	85	Finland
23	11	Locar Guindastes e Transportes Intermodais	9,905	4,355	5,550	123	Brazil
24	13	Lampson International	9,839	7,698	2,140	60	USA
25	n/a	Bellemare Group	9,594	599	8,995	125	Canada
26	15	Superpesa Transporte Especiais e Intermodais	8,830	7,400	1,430	30	Brazil
27	n/a	Beyel Brothers	8,771	6,727	2,044	120	USA
28	n/a	GCS Johnson	8,490	2,760	5,730	30	United Kingdom
29	16	Transportadora Cruz de Malta	8,486	3,240	5,246	122	Brazil
30	14	J Supor & Son Trucking & Rigging	8,127	4,725	3,402	40	USA
31	18	Burkhalter Rigging	8,126	3,945	4,181	37	USA
32	n/a	J. F. Lomma	8,000	800	7,200	220	USA
33	27	Wagenborg Nedlift	7,520	3,540	3,980	80	Netherlands
34	17	Ray Anthony International	7,475	3,003	4,472	115	USA
35	19	Deep South Crane & Rigging	7,358	5,140	2,218	50	USA
36	n/a	Tradelossa	7,297	3,537	3,760	90	Mexico
37	n/a	Stiglich Transportes	6,895	2,995	3,900	70	Peru
38	42	Edwards Moving & Rigging	5,850	4,607	1,243	13	USA
39	25	JH Parabia (Transport)	5,814	2,424	3,390	60	India
40	32	R. Collett & Sons (Transport)	5,718	2,858	2,860	40	United Kingdom
41	n/a	SW Trans	5,690	2,350	3,340	47	Russia
42	29	McTyre Trucking	5,688	993	4,695	44	USA
43	23	Erickson's	5,512	1,470	4,042	36	USA
44	n/a	Crescent Syndicate	5,400	450	4,950	84	Pakistan
45	26	Lift and Shift India	5,360	5,260	100	10	India
46	40	Southwest Industrial Rigging	5,275	850	4,425	58	USA
47	28	Anatolia Logistics	5,185	3,248	1,937	38	Turkey
48	38	Berard Transportation	4,980	4,177	803	16	USA
49	21	Allelys Heavy Haulage	4,911	1,856	3,055	45	United Kingdom
50	22	DST (Dawes Specialized Transport)	4,910	565	4,345	53	USA



Gruas ABC in Mexico transporting bridge beams for P&H industrial overhead travelling cranes

established IC50, the Transport 50 is in a relatively early stage of development. As such, it is reasonable to expect major changes in position over the next few years in all areas of the table as new companies turn up in the list. Readers can be a big help in putting forward companies to be



Depots	Area of operation	Employees	Senior contact	Web address
90	Worldwide	3,200	Roderik van Seumeren, president and CEO	www.mammoet.com
1,050	International	1,200	Jay Folladori, vice president	www.landstar.com
20	Worldwide	520	Fabio Belli, CEO	www.fagioliogroup.com
25	Worldwide	610	Roger Harries, CEO	www.ale-heavylift.com
18	USA	n/a	Gary Ascione, vice president	www.atsinc.com
20	North America	225	Doug Miller, vice president	www.lstinc.com
30	International	300	Jerry Connor, vice president	www.pgtrucking.com
54	Worldwide	1,900	Hendrik Sarens, director heavy lift	www.sarens.com
20	USA	900	Alan Barnhart, president	www.barnhartcrane.com
5	Worldwide	1,097	Alex Mullins, president	www.ajhl.com
9	Worldwide	600	Weston Settlemier, president	www.bigge.com
12	North America	620	William Keen, president	www.keentransport.com *
3	International	120	Terry Emmert, president	www.emmertintl.com
14	Europe	400	Horst Wallek, CEO	www.bigmove.net
7	Australia	200	Robert West, general manager	www.tuttbryantcranehire.com.au
48	India	250	n/a	www.globeecologistics.in
17	International	92	James Unger, president	www.millertransfer.com
4	USA	75	Bob Weyers, general manager	www.braggcrane.com
18	Worldwide	700	Masatoshi Nakano, executive officer	www.nipponexpress.com
9	USA	839	Jack Shubert, CEO	www.turnerbros.com
n/a	South America	650	Leopoldo Torres, operations director	www.irga.com.br
7	Northern Europe, Baltic, Russia	125	Timo Riiho, managing director	www.havator.com
6	Brazil	1,500	Julio Eduardo Simoes, CEO	www.locar.com.br
8	Worldwide	275	William Lampson, president	www.lampsoncrane.com *
7	International	425	Jean-Luc Bellemere, president	www.transportbellemere.com
2	Brazil	500	Louis Veraart, superintendent	www.superpesa.com.br
9	USA	244	Steve Beyel, vice president	www.beyel.com *
3	Europe	65	Geoff Johnson	www.gcsjohnson.co.uk
1	Brazil, Argentina, Chile, Uruguay	400	João Miguel Redondo, commercial manager	www.cruzdemalta.com.br
1	USA	96	Valerio Colonna, sales manager	www.jsupor.com *
4	International	125	Delynn Burkhalter, president and CEO	www.burkhalter.net
6	National	200	James Lomma,	www.jflommainc.com
12	Continental	520	Ton Klijn, managing director	www.wagenborg.com
12	National	215	Ray Anthony, owner	www.rayanthonyinternational.com
4	American continent	400	Mitch Landry, vice president	www.deepsouthcrane.com
4	International	150	Rafael de los Santos Diaz	www.tradelossa.com.mx
2	Peru	180	Roberto Stiglich, director	www.stiglich.com.pe
3	USA	50	Mark Edwards, president	www.edwardsmoving.com
18	India	350	Zarksis Parabia, director	www.jhparabia.com
2	Worldwide	80	David Collett, managing director	www.collett.co.uk
1	Russia/International	100	Sergey Vlasov, general director	www.swtrans.ru
2	USA	63	John McTyre, president	www.mctyretucking.com
3	USA	70	Steve Erickson, president	n/a *
3	Pakistan, Afghanistan	350	Muhammad Safdar	www.cresynd.com
150	India, Middle East, South East Asia	150	Sameer Parikh, executive director	www.liftandshift.co.in *
3	USA	125	Harry Baker, owner	www.swirusa.com
2	Worldwide	94	Jan Peters, managing partner	www.anatolialogistics.com.tr
1	USA Gulf Coast	20	Johnny Berard, president	www.berardtrans.com
1	Europe	110	David Allely, director	www.allelys.co.uk
4	USA	45	Wayne Kokta, manager	www.dawescrane.com

\* Estimate

## OUTSIDE THE TOP 50

51	Nabros Transport	4,910
52	Precision Heavy Haul	4,799
53	White Brothers Trucking	4,191
54	Transportes Montejo	4,165
55	Prangl	3,996
56	Friderici Special	3,990
57	Rigging International	3,919
58	Ainscough Crane Hire	3,830
59	Perkins Specialized Transportation	3,750
60	Transportes Noroccidental	3,594

Trans-United making a move with a refinery vessel in the US



considered for any of the listings. Please let us know of any companies that should be entered for the table.

All four of the new companies in the top 10 this year are from the USA and feature in *IC* sister magazine *American Cranes & Transport's* **acttransport50** listing of the largest specialized transport companies in the USA.

This year sees the first entry from a company in Australia, Tutt Bryant, in at a healthy 15th place. A second Australian entry this year, from Lampson Australia is included as part of the Lampson International listing. Also a first this year is an entry from Russia. SW Trans from Moscow is in at 41.

Let's have some more entries from countries not previously represented to help towards the goal of 100 companies for 2010. Please send in your suggestions with full details. ■

Nabros in India moving an HDT reactor on Cometto modular trailers



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The K1400 was erected by a team of engineers from the owner of the steel plant, Tata, the crane manufacturer, Krøll, and the crane owner and main contractor, ABG Infralogistics

# Tower alternative

**A project at a steel plant in India has benefited from the services of an old but unused tower crane resurrected for a project to replace a blast furnace.**

*IC reports*



The Krøll K1400 erected on site with 60 m jib and a final 80 m free standing height in the confined area at the heart of the steel plant

**A**BG Infralogistics Ltd was engaged by Tata Steel in Jamshedpur, India on a project to dismantle and replace a blast furnace.

Working area and access on the congested site were restricted. For the work ABG chose to use a large tower crane. The idea to deploy a tower crane instead of a crawler crane was discussed and agreed with P. K. Singh, chief project engineer at Tata Steel, and it has proved to be very beneficial, according to Saket Agarwal, owner of ABG.

ABG bought the large Krøll K1400 tower crane from manufacturer Krøll Cranes A/S in Denmark. Load moment is 1,800 tonne-metres, working radius at the time of writing was 60 m and height under hook was 80 m. The crane free-stands without ties at this height and has a 30 tonne lifting capacity all the way to the maximum radius. This allows it to handle all anticipated loads in the refurbishment zone.



Erecting the K1400 tower at the cramped site



Lifting the jib during assembly in the Tata steel plant in India

Singh favoured the tower crane solution over the more traditional application of heavy mobile or crawler cranes, arguing that the ABG-Krøll proposal offered the best combination of lowest cost and most advantageous load radius solution. Application of a tower crane is highly unusual in India where large crawler crane solutions tend to be favoured and regarded as the norm in such heavy industrial applications.

The crane was installed by a team of engineers from Tata, ABG and Krøll. The confined and congested area presented a challenge to the team.

The Krøll tower crane has proven to be superior in performance to a crawler crane. It gives greater site coverage because of its vertical tower compared to an angled boom and it has a far smaller footprint at ground level, according to the manufacturer. ■



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# Multiple moves

Lift and Shift India (LSPL) helped make the shipment of eight modules for the Das Island Adgas project for Technip. The modules were shipped from India to Abu Dhabi. Technip Abu Dhabi had awarded the manufacturing of the modules to L&T India.

Lift and Shift was commissioned by L&T to execute the onshore roll on operation in Hazira.

LSPL used 24 axles – 4 sets of 6 axle SPMT lines – to transport the modules PAU 3, PAU 4, PAU 7 and PAU 8. They had to travel at a 90 degree angle and perform 360 degree turns. Some 36 axle lines – 2 sets of 18 SPMT lines – were also used to transport modules from the fabrication area to the



long voyage to Abu Dhabi.

Sailing took place during a high tide of 5.5 m. Five pilot tugs towed out the barge and main tug from Hazira Inner to Hazira Outer over a distance of five miles, which took about three hours.

Once in high seas the main tug, Greenville 15, took over towing duties over 1,250 miles and 14 days at speeds of up to four knots.

LSPL delivered the first shipment in February 2009 and the second shipment on 16 May 2009 at Abu Dhabi port. ■



## MODULE SPECIFICATIONS

EQPT NO	LENGTH METRES	WIDTH METRES	HEIGHT METRES	WEIGHT TONNES
PAU 1	21.40	11.18	17.15	530
PAU 2	21.40	11.18	17.15	634
PAU 3	28.47	7.23	17.15	298
PAU 4	29.60	7.23	17.15	355
PAU 5	21.40	11.18	17.15	530
PAU 6	21.40	11.18	17.15	634
PAU 7	28.47	7.23	17.15	298
PAU 8	29.60	7.23	17.15	355

jetty over 1 km.

Hazira has a tidal restriction, requiring the 300 foot (91 m) barge to be towed in by four small barges. The load outs were carried out in rising tides at the L&T L-jetty over four days.

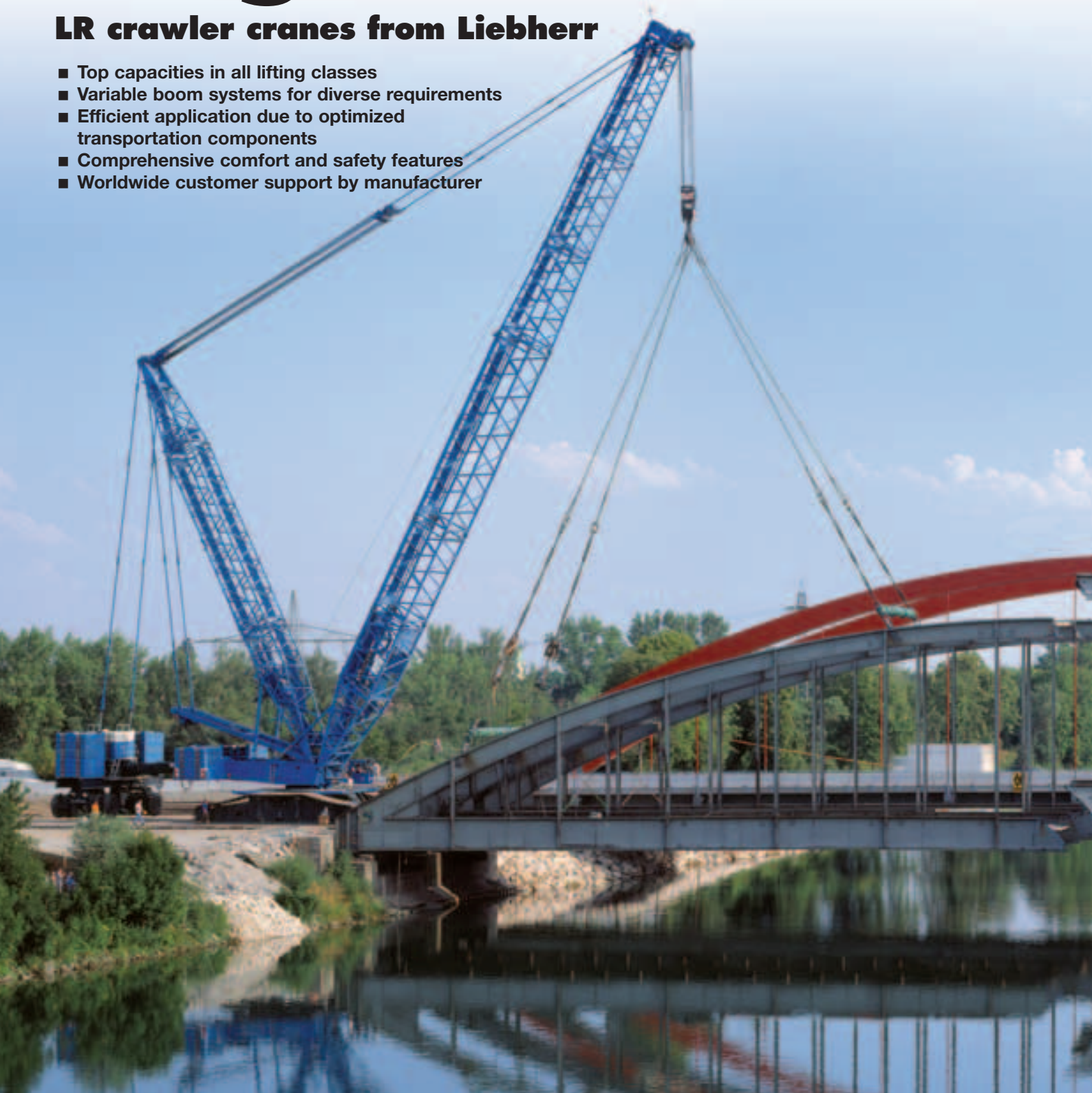
After designing necessary load spreaders and getting necessary voyage permission from the Indian authorities, the barge and tugs commenced the



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# Saudi streets



Almajdouie Group uses its trailer to move against the traffic in Jubail, Saudi Arabia

Almajdouie Group carried out the haulage of oversize cargo including two 403 tonne reactor units with dimensions of 32.89 x 5.81 x 6.10 m (LWH). They were transported about 60 km on 12 axle conventional trailers from Jubail to the Ras Tanura Diesel Hydro Treatment (DHT)

plant at Ras Tanura, Saudi Arabia. The contract came from Samsung Engg. Co., Ltd through Hyupjin Shipping Co., Ltd., in Korea.

During the journey the trailers had to cross a busy highway with the help of the local traffic police. At another point, close

## LOADING SOLUTION



Nootboom Special Products in the Netherlands has developed a solution for loading and unloading the nacelles of 2 MW wind turbines without the need for a mobile crane.

The nacelle sits on a base frame as it makes its way through the production process and is subsequently transported on the base frame to the nacelle's erection point. Just like the Mega Windmill Transporter developed by Nootboom for the 3 MW nacelle, there is no need for a mobile crane to load or unload the 2 MW nacelle, said the company.

The first three systems have been delivered to the specialized windmill transport company Frank Norager from Fjerritslev, Denmark.



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to the destination, a high voltage electric overhead cable had to be switched off by the authorities to allow the reactors to pass through underneath.

The second and third heaviest units in the project were an HP stripper and HP absorber, weighing 176 and 130 tonnes, respectively. Their dimensions were 37.82 x 4.81 x 5.06 m and 25.61 x 3.46 x 3.73 m (LWH), respectively. They were

A Faymonville Modulmax S-Line modular trailer transporting a refinery vessel.

The manufacturer's latest product is demonstrating its versatility. Load capacity is 36 tonnes per axle line at 1 km/h. Other features include easy interchangeability, a steering angle of 60° and a suspension clearance of 650 mm. Each axle line has eight 215/75R tyres on 17.5 inch wheels.

transported from a local fabricator in Jubail, Gulf Heavy Industries (GHI), using 18 and 12 axle conventional trailers. The trailers had to move through the city limits and, at some stages, against the traffic. Again, this required permission from and attendance by the authorities.



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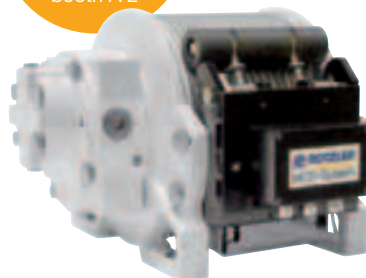
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# Tight fit

Caribbean Heavy Lift & Transport Aruba (CHLTA) transported and positioned three Wartsila engines, each weighing 175 tonnes, on foundations at the WEB water and energy company at the Aruba site in Balashi.

It was to be a repeat of a job carried out in 2006. But the engines arrived later than planned due to a backlog at the factory, meaning the engine hall had piping, wiring and wall panels in place by the time they arrived. "It's like doing construction in your living room when the carpet and wallpaper is already in place," said a CHLTA spokesperson.

Secondly, with the new engine hall under construction on the site, the engines had to be brought into the building

through a narrow and low hole that was left open in the side between two building columns. The engines had to be turned 90 degrees in front of the hole using a giant hydraulically-operated turntable provided by Barnhart in the USA.

The three engines, plus one transformer, arrived in one shipment at the Aruban harbour of Barcadera, where they were offloaded and stored.



The transport created quite a traffic jam, said the company, because its overall width of 5 m meant no other vehicles were able to pass. On site, special road surface preparations were carried out in readiness for the 250 tonne transport weight. Once in place at the hole in the wall, the painstaking exercise of setting up the plates, jacks, mats and turntable began. The engine had to be raised and lowered seven times and moved sideways before arriving at its final position. They were finally set down within 2 mm of accuracy. Client Wartsila marked the success by inviting the team to a thank you barbecue party later in the week. ■



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# Caribbean quest

Cargo Equipment Experts (CEE) member Shajel N.V., based in St. Maarten, in the Netherlands Antilles, transported power plant components from port St. Maarten to the New Cole Bay Power Station.

The work included unloading the equipment, as well as hauling and rigging engines, generators, boilers and radiators on to their respective foundations.

The company arranged the necessary permits, police escort, hoisting of electricity and telephone lines and highway restructuring.

The route took the trailers from the port in Pointe Blanch to Cay-bay. They went via Philipsburg over Cole-bay hill, with 13% gradient.

There were 14 units to



be transported in total, the heaviest being 210 tonnes. This was moved with a 7-axle line trailer.

Other challenges included the use of a single prime-mover to offload from the barge, which could not ballast because

of limited depth at the ramp. "However, most striking was the steep gradient of the ramp. If our equipment or team made one mistake the full load would push away the barge and land in the ocean behind," said the company.



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Prangl moved three new 572 hp (426 kW) low floor streetcars for The Pöstlingberg Railway in Linz, Austria. The rail vehicles are the same type as the normal Linz streetcars, but are only 20 m long instead of 40 m. As a result, numerous components had to be mounted on the roof. This led to the new streetcars being almost 4 m high, making it impossible to transport them with a traditional railway trailer.

Consequently, a new logistics strategy had to be developed. A 6-axle rail bridge was used with a curve length of 21 m, constructed on the basis of a low-load trailer. A track section was mounted on the loading floor of the trailer, and a special quick coupling adapter ensured that the individual cars could be easily

# Streetcar by rail



loaded using a track ramp and a winch. Due to the custom designed transportation solution, it was also necessary to develop a special load securing strategy with the company's safety department.

As a result of the prescribed driving times, the 41 m long and 4.4 m high transport vehicle was loaded during the day and driven from Vienna to Linz at night. The vehicle was only able to enter the city of Linz after 9 a.m. Finally, the new Pöstlingberg Railway was able to recommence operations exactly 111 years to the day after it first started running. ■

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Each year for many years South America has been touted as being about to explode into a region of strong growth in new crane sales. There are indications that this is beginning to happen.

Glen Tellock, Manitowoc chairman and chief executive officer, praised the South American market in the manufacturer's 2009 second quarter results. "Obviously, crane demand continues to be weak across most of our markets. The exceptions include portions of Asia, Latin America, and Africa." Earlier this year Bob Hund, Manitowoc vice president of worldwide marketing, also said the continent was in a good position. "Crane sales in South America, especially Brazil, Argentina, Colombia, Chile and Peru, will pick up quicker than most other countries."

Brazil is still the continent's major market. Its construction equipment sector is worth BRL 10 billion (US\$ 4.7 billion) annually, according to the latest research by Sobratema, the Brazilian Association for Technology in Equipment and Maintenance. The government's Growth Acceleration Program (PAC) and its commitment to construct the Mercosul trade corridors that run through the country, along with preparations for the 2014 FIFA World Cup, were the main drivers behind sales of construction equipment in the country.

### Increasing range

One of the continent's biggest crane rental companies is Brazil-based Locar Guindastes e Transportes Intermodais. "We have been operating in Uruguay, Chile, Cuba, Ecuador and Angola. But, at this moment, we are operating only in Brazil", says Julio Eduardo Simões, Locar CEO.

The company's fleet includes a mix of crawlers, truck cranes, all terrains and rough terrain cranes. The most utilised models are in the 100 to 200 tonne capacity range, although Simões has recently invested in a 1,350 tonne Liebherr LR 11350 crawler crane and will soon invest in a further six crawlers lower down the capacity scale.

The country is already well stocked with machines of 100 tonne capacity and below as there is truck crane manufacturing in the country, although there is no all terrain production. "We intend to invest more in crawler cranes and less in 60 tonne cranes because we would like to participate in big projects

Five Liebherr tower cranes help build the Brazilian State Administration complex in Minas Gerais, Brazil

# Sound in

**South America is bucking the economic trend somewhat and there are positive signs for crane sales. EUAN YUDDALE reports**

with big cranes," Simões adds. In 2009 the company's revenue is forecast to increase due to a recent maritime services acquisition. "However, if we exclude it, we expect a 30% decrease in sales versus 2008," adds Simões.

Crane manufacturer Madal Palfinger, based in Brazil, produces 30 and 60 tonne capacity telescopic mobile cranes. It says the market for telescopic cranes is down about 50% compared to last year. The company has also introduced loader cranes into the country through its partner, Palfinger, based in Austria. The largest capacity loader is the PK 100002 Performance, launched in Brazil this year. Seven units have already been sold to customer Zandoná. Palfinger adds that loader crane sales are at about the same level as 2008.

### Top sellers

Liebherr sales in South America reflects Locar's experience in providing services in the continent. Top sellers are the four and five axle all terrains like the LTM 1200-5.2 and new LTM 1100-4.2.

There is also a growing interest in the manufacturer's 100 tonne capacity LTR 1100 telescopic crawler crane, says Wolfgang Beringer at Liebherr. Brazil has been fruitful for the manufacturer this year compared to other countries, taking 50 units so far this year.

Beyond Brazil, demand for different models varies with the environment. "The requirements for products and material in South America are very diverse and challenging: from the tropical, hot and wet climate of the Amazon to the Andes at 4,000 m above sea level and minus 30°C in the copper mines."

That said, Liebherr is keeping its eye on Chile, which Beringer says is an ambitious market and is developing well when it comes to crane sales, mainly because of its intensive mining industry. "Large mines do not allow old machines for safety reasons and therefore they buy new machines directly or force the rental companies to do so."

Chilean president Michelle Bachelet's announcement of a US\$ 4 billion economic stimulus package will help the





# the south

Locar Guindastes e Transportes Intermodais carries out a range of lifting work



upward trend. It will increase 2009 public spending by almost US\$ 1.5 billion. It means, however, the government will post a fiscal deficit of 2.9% in 2009.

Wind power is also bringing in orders for new crawlers even in markets that traditionally have been for used cranes, for example, Argentina, says Beringer. "The combination of new crane price, rental income and lack of local finance make it very hard for the rental companies, especially the smaller ones, to purchase new cranes. Basically this is the same situation for all South American countries."



Kyle Nape, vice president and general manager of Manitowoc in Latin America, says Argentina is struggling, although Brazil, Chile, Ecuador, Peru and Colombia are doing well.

## Plans

Nape observes that the market for cranes of 100 tonnes capacity and below has slowed but, for 100 tonnes and above, the market is still relatively good. "There are some big projects in the region and, therefore, there is still a need for big cranes."

In terms of where the market is heading, Nape says customers were conservatively optimistic at June's M&T construction show in Sao Paulo, Brazil.

"While some cranes are idle right now, there's a hope that work will come back. In Brazil, there is a significant amount of infrastructure, and they are planning for the World Cup 2014. In Chile, there is still work on refinery and power plant projects."

Again, it is around the 200 tonne capacity level that there is most growth. The competition from local manufacturers for truck cranes under 100 tonnes, notably around the 60 tonne mark, is fierce and the market is already well stocked with these cranes.

Hence that is why new models like Manitowoc's GSK55 and TMC540, as well as Liebherr's LTF 1060-4.1 may seem suitable cranes for the market, but have



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Makro Engenharia removes 40 tonne loads from a wind farm in Taiba, in the Ceará coastal region of Brazil. It used a 550 tonne capacity Liebherr LTM 1500 wheeled mobile telescopic crane

not been aimed at it. "We have discussed the GSK55 with some customers, and we see some opportunities for this crane in the market. Right now, the market is not very active, so it may take time for it to become popular. But it could certainly be in the future," explains Nape.

### Testing the market

Concerning the new Liebherr LTF 1060-4.1 truck mounted crane, Beringer says Liebherr is also testing its market in South America. "Generally we see a market for this crane in South America, even though it was difficult in the past for our smaller truck-mounted cranes because of import duties and the presence of local manufacturers. But, due to the higher lifting capacity of the 60 tonne LTF 1060-4.1, we see a better chance."

Marchetti is braving the 60 tonne capacity truck crane market with its new MTK 60 model, launched earlier this year. The Italian manufacturer says the model is designed for markets as far afield as Brazil and Australia where the customer will supply the chassis. This, says Marcello Maestri, Marchetti export manager, makes the crane cheaper to transport and more



More than 20 Liebherr mobile and crawler cranes, owned by a range of customers, are working on Brazil's largest construction project Thyssen Krupp's CSA Siderurgica do Atlantica steel mill

flexible for the customer.

Chinese manufacturers are also viewing South America keenly, along with the other markets. Construction equipment manufacturer LiuGong Machinery Corp. is to open a Latin American headquarters in Belo Horizonte, Brazil. This will have an impact on the crane market too with the company's announcement this year that it would build a crane factory in China, capable of producing 3,000 a year.

### After sales service

Fellow Chinese manufacturer XCMG already sells cranes in Brazil but is seeking to develop sales in other South American countries. "At present, we are trying to open

a second market in South America and we already have a good start in Panama, Venezuela and Colombia," says Sam Shang in the XCMG America and Oceania department. The manufacturer already exports a range of truck cranes to Brazil from the 20 tonne capacity QY20B through to the 130 tonne capacity QY130K. It will introduce the 200 tonne capacity QAY200 all terrain soon, says Shang.

In a further example of how Chinese manufacturers are becoming increasingly conscious of the need to provide after sales service, XCMG is to set up a service and spare parts centre in Brazil to support its dealer there.

The biggest challenge in such a diverse continent is to improve technical service networks and to continually look for financing solutions with local banks, adds Beringer. "There are many countries with different regulations based on different motives like protecting local manufactures or preventing them from being invaded by old machines. For example, in Argentina you cannot import machines older than 15 years with a telescopic boom below 42 m without paying higher duties." ■



A Manitowoc Model 18000 crawler crane, owned by crane rental company Auriga, was used to lift bridge sections into place at the Zacatecas Convention Centre in northern Mexico

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# Working the deep

Wind energy, platform decommissioning and sub sea projects are all growth areas for offshore cranes.

**EUAN YOUNDALE** looks at these applications and the cranes involved

**L**iebherr has delivered the first of its giant 1,600 tonne capacity MTC 78000 heavy lift offshore slewing cranes.

The company's biggest crane to date was installed on the heavy load vessel *OSA Goliath* at Liebherr's maritime crane factory at Rostock in Germany. Two 208 tonne capacity Liebherr LHM 600 mobile harbour cranes were used in tandem for the assembly, carrying out lifts of up to 400 tonnes each. *OSA Goliath* will be delivered to Mexican purchaser Oceanografia. Liebherr has received orders for three further units, it says.

One of the main applications for the MTC 78000, says Liebherr's Wolfgang Pfister, will be the erection of offshore wind farms, a major growth sector.

The MTC 78000 offers its maximum lifting capacity of 1,600 tonnes at up to 35 m radius. This corresponds to a maximum dynamic load moment of 78,000 tonne-metres, with the crane still being able to slew 360°. The boom length of the first unit is 87 m. At a maximum radius of 74 m for the main hoist, the crane achieves a lifting capacity of almost 530 tonnes. In addition to the main hoist, the MTC 78000 offers two auxiliary hoists with lifting capacities of up to 500 tonnes and 50 tonnes, respectively.

Despite its size, the MTC 78000 is designed as a slewing crane and is supported by traditional large-diameter anti-friction bearings. With a weight of 70 tonnes, the slewing ring is about 9 m in diameter. The manufacture of such large mechanical parts needs complicated custom processes, explains Liebherr. Conventional gear cutting machines are only available for large diameter anti-friction bearings up to 5 m diameter.



The MTC 78000 carries out overload tests with 1,760 tonnes of test weight. For more information on the MTC 78000 see [www.khl.com](http://www.khl.com)

Liebherr, however, has acquired large enough machines and equipment for the mechanical machining of these flanges.

## Decommissioning

The surge in offshore wind turbine erection is well documented but another, less widely discussed, growth area for offshore cranes is platform decommissioning work. Dick Ward is vice president of global sales and marketing at Tetra Offshore services.

Ward says a great deal of decommissioning is to be found in the Gulf of Mexico where there are three main drivers for the increase in work there.

Firstly, there are offshore facilities that are no longer producing which have to be removed based on US Department of the Interior's Minerals Management Service (MMS) regulations.

Secondly, hurricanes *Katrina*, *Rita*, *Gustav* and *Ike* have destroyed or damaged more than 120 offshore platforms since 2005. "Operators have found that the cost to decommission and remove a damaged or

destroyed platform is 12 to 15 times greater than taking out the platform that has not been damaged."

This leads to the third reason, adds Ward, namely, that insurance underwriters are now imposing extremely high premiums and deductibles to provide hurricane protection coverage. "It turns out that idle facilities can be removed prior to hurricane damage much more economically than they can be repaired."

## Productive life

Worldwide, decommissioning work is growing because of the large number of offshore platforms that were installed from the 1960s to the 1980s and have outlived their productive life, explains Ward. "Regulatory authorities worldwide are following the example of the US MMS in requiring operators to decommission and remove these facilities. Examples are in the southern North Sea, Southeast Asia, India and the Middle East."

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Southern North Sea, while in Asia it is generally the national oil companies, including Petronas and Pertamina, with international operators.

The offshore services division of Tetra claims to be the only decommissioning contractor to provide the complete range of in-house single-source services needed to decommission an offshore platform whether or not it has been damaged in a storm.

In the Gulf of Mexico the company has three anchored heavy lift barges supporting the decommissioning and removal projects. They include the 350 x 100 foot (107 x 30 m) *DB Arapaho*, with an 800 US ton (726 tonne) capacity revolving crane. Another is the 615 US ton (558 tonne) lifting capacity *DB 1* vessel, with the same dimensions, and the *DB Southern Hercules*, a 198 x 68 foot (60 x 21 m) vessel with a 100 US ton (91 tonne) crawler crane. A range of dive support vessels are used in conjunction with lifting vessels.

### Flexible

"These derrick barges and dive support vessels are very useful in decommissioning and removal work because they provide a stable work platform to support the well plug and abandonment work, the mechanical cutting of the decks, jackets and >

## SUBSEA LOWERING

Jumbo Offshore has helped complete the installation of four 150 tonne subsea structures off the coast of Newfoundland, Canada, using Jumbo Javelin.

The foundations for the North Amethyst project, at the White Rose oilfield, included two module support frames and other structures weighing upwards of 30 tonnes.

They were lowered to the Grand Banks sea floor at a depth of about 120 m.

Jumbo Javelin was supporting offshore specialist Technip and its vessel Deep Pioneer.

Initially, the structures were loaded onto Jumbo Javelin at the port of Bay Bulls. The two 900 tonne capacity Huisman mast cranes were re-reeved from a 16-fall to a 4-fall configuration to reach the required depths.

Deep Pioneer had pre-installed the positioning guides at White Rose when Jumbo Javelin arrived to remove the sea fastenings and connect the lift rigging. The lowering of the foundations required both vessels to work closely with each other using their GPS-controlled DP2 (deep water capability) systems.



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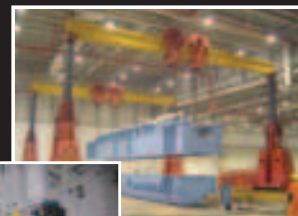
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Two Liebherr LHM600 mobile harbour cranes install the MTC 78000 on the OSA Goliath

piles and the actual lifting of the structures on to material barges for ultimate scrapping or other designated salvage solutions, as approved by the operator and the MMS. Removal work is much more flexible than installation of new facilities because it doesn't generally matter if the facilities are cut into smaller pieces for removal," explains Ward.

In 2009 the company has seen a reduction in new constructions, resulting from the economic crisis and the downward slide of crude oil and gas prices. "However, we are not seeing a reduction in demand for oil and gas in the USA or in the rest of the world. We feel that this trend of reduced construction will reverse and we will see new construction increase to previous levels. This downturn has not impacted the Gulf of Mexico



decommissioning market which is quite strong this year."

### Subsea

The company is also seeing a significant increase in deepwater developments in the Gulf of Mexico, West Africa, South

America and Southeast Asia. As the market expands beyond the continental shelf, the technology to build and later decommission deepwater facilities is evolving rapidly. Ward says Tetra is active in the development of the technology, tools and procedures needed to meet the challenges of deepwater and subsea work.

"We have completed testing on a new subsea rig-less, riser-less package that can work in 2,000 feet (607 m) of water, and we have recently introduced a new subsea multi-string hot tap tool to enable us to work on plugging damaged wells safely. We are also in the final stages of developing a large diameter mechanical cutting tool which can be used on removal of caissons and subsea piles. In addition, we are studying the heavy lift capabilities that we will need for our future operations."

Charles Nicolson, general manager of Jumbo Offshore, active in the subsea sector, says there are every few vessels able to lower heavy objects to the sea bed. "A lot of them are complicated pipe-laying vessels but do not have significant craneage, or very large vessels which have good craneage but cannot really go subsea. There are a number of structures that need to be placed on the sea bed and, at the moment, they try to design them for less than three

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## OFFSHORE LIFTING

300 tonnes, ideally less than 200 tonnes. We can pretty much lift 1,000 tonnes up and take it offshore and install it."

### Lowering system

The company has two DP2 (deepwater capability) crane vessels: the *Jumbo Fairplayer* and *Jumbo Javelin*, both featuring dual cranes with a combined lifting capacity per vessel of 1,800 tonnes. Two Huisman deepwater winch systems have been ordered for the *Fairplayer*, which will be fitted in August and September 2009.

With these lowering systems the company says it will be able to install subsea structures and mooring systems in depths of more than 3,000 m. At 3,000 m the two winch systems, working together, can install 210 tonnes. They are capable of 660 tonnes at a depth of 1,500 m and more than 900 tonnes at 900 m, says the company. Through changes in the installation method, structures weighing more than 500 tonnes can be installed at depths of 3,000 m. The modular winch system can also be transferred to the company's other DP2 vessel.

This, says Nicolson, will allow the company to win major subsea-related projects, which are rapidly increasing. "In terms of the installation of heavy

Tetra's Arapaho derrick barge removes a production deck in the Gulf of Mexico



ABOVE: Tetra's DB Southern Hercules barge supports subsea well plug and abandonment work

structures, it is fair to say there are six or seven projects with structures over 400 tonnes which are on the market for tendering. I don't think that there have ever been so many projects with such large structures at any other time."

However, the deep sea winches do not

spell the end for the offshore crane. "In all installation work you do need to lift from deck. The winches that we have are at the base of the crane – we have just made that capacity significantly greater. But we are still reliant on cranes for the offshore operation."

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## COMMENT

Joel M Dandrea

# Breaking down borders



The U.S. Chamber of Commerce and the Canadian Chamber of Commerce have issued a joint report entitled Finding the Balance: Shared Border of the Future. This 32-page report offers specific recommendations to reduce border costs in the short-term while increasing security at the border and competitiveness of all industries.

The border facilitates the largest bilateral trade partnership in the world, with US\$1.6 billion in two-way trade and 300,000 travellers crossing the border daily. Of the 50 U.S. states 37 rely on Canada as their largest export market. More than 10 million jobs depend on this partnership, including 7.1 million jobs in the USA and 3 million jobs in Canada.

As the report points out, the Canadian and US business communities have grown increasingly alarmed over ominous trends referred to as the "thickening" of the border. A "thick" border – associated with new or increasing fees and inspections, uncertainty over onerous wait times, layers of rules and regulations from different departments, more stringent requirements once compliance is achieved, and infrastructure impediments – is an expensive border.

"While Europe moves toward a more integrated border environment, our borders are moving in the opposite direction – the competitive advantage created by the Canada-US free trade agreement of 1989 and the North American Free Trade Agreement (NAFTA) of 1994 is eroding," noted the report. "A sense of frustration exists within the Canadian and US business communities regarding the fact that many practical measures that could reduce border-related costs have yet to be taken."

The report puts forward recommendations for both governments to act on within the next 18 months:

- Streamlining border wait times
- Implementing trusted shipper programmes to enhance supply chain security without imposing a one-size-fits-all regulatory burden on businesses
- Enacting the NEXUS programme to expedite clearance for 1 million low-risk travellers

- Offering pre-clearance of goods and people beyond the currently defined "border" area
- Providing funding for a single electronic filing system.

SC&RA joins the US and Canadian Chambers in calling for action from both governments to fix the structural problems at the border. Indeed, the Association opposes such unnecessary restrictions of international trade wherever they exist.

Regardless of governmental or regulatory border restrictions, SC&RA has always promoted a productive networking environment among its members in 43 nations. Year after year, SC&RA members who meet during our Annual Conference, Crane & Rigging Workshop or Specialized Transportation Symposium, form partnerships with companies based in other countries.

Such partnerships often help companies navigate beyond barriers created by differences from nation to nation in regulations, language and even traditions. It is extremely encouraging to see the amount of business created around the world as a result of alliances fostered by SC&RA.

We continually look for new ways to encourage international co-operation. Last year SC&RA held an International Business Forum, 3-13 November, in Sydney, Australia and Auckland, New Zealand as a unique opportunity for members from all participating nations to review issues of mutual interest, while expanding international networks and building a spirit of enhanced co-operation.

SC&RA has been working with KHL Group, publisher of this magazine, to plan the World Crane & Transport Summit, 22-23 October, in Amsterdam. The idea is to hold the event every two to three years in different locations around the world.

More than 300 senior executives from leading companies and associations around the world are expected to participate. Among discussion topics are the latest prospects for the global construction industry, moves to create harmonized international standards, effective risk management strategies, reducing tower crane accidents, plus case studies and details of innovation. ■



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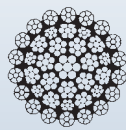
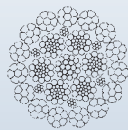
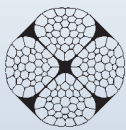
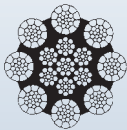
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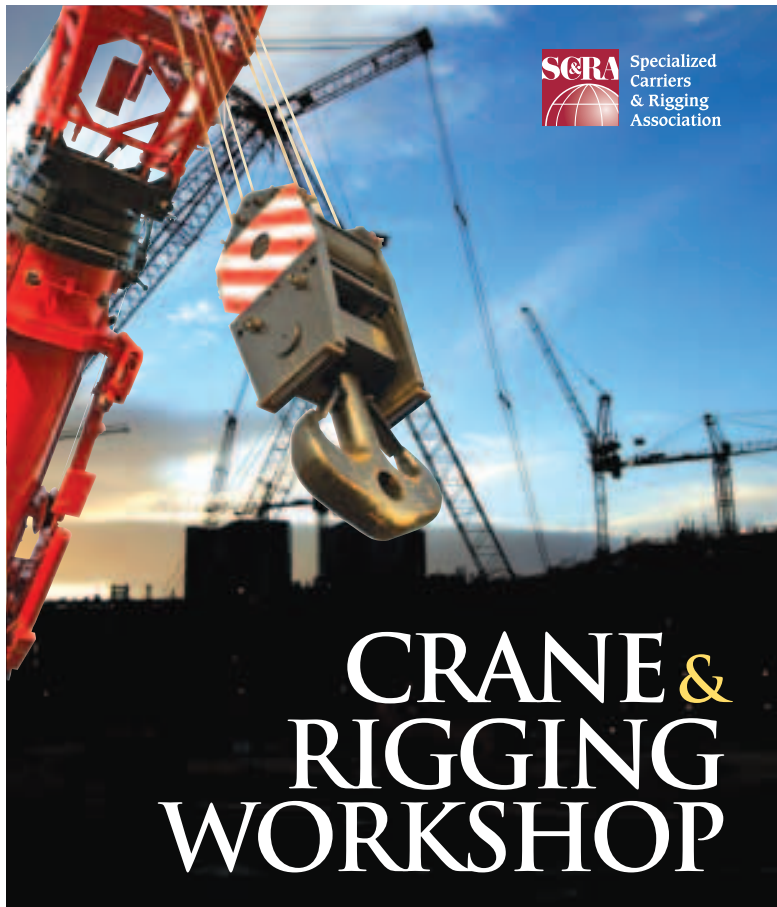
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# Mid-year report

Every year SC&RA's president submits a mid-year report to the Association's Board of Directors and to members of committees and task forces. TERRY WHITE reports highlights condensed from the seven-page report for 2009

**R**eporting on membership, SC&RA closed 2008 with 1,323 members, an increase of 50 members compared with the close of 2007. As of 10 July 2009, the Association had 1,300 members (114 of them are new members in 2009). SC&RA's retention rate was 91%, moving from 2008 to 2009.

In January 2009, SC&RA released results of its Member Value Survey. It is designed to assess the value of products and services and issues important to members. Overall value of SC&RA membership was rated highly by the 300 respondents, though with some important room for improvement.

A significant finding is an increase in value perceptions as the number of years as a member increases. Service on an SC&RA committee also increases perceived value of membership. The survey found strong interest in information and connections, in findings about SC&RA publications, the member directory listing, and meetings.

The survey also found strong interest in SC&RA federal and state advocacy, particularly concerning uniformity and standardisation for rules, regulations, permits, enforcement and escorts. Other issues with a strong impact on business include safety, workforce hiring and retention, and business taxes and fees. Ratings are quite high for SC&RA event networking and fairly high for education,



It's All about the Economy was a popular educational session at the Annual Conference. Members awarded SC&RA's efforts to help them cope with a struggling economy by continuing to attend major meetings in large numbers. From left are speakers Martin Regalia, vice president and chief economist, U.S. Chamber of Commerce; Ronald DeFeo, chairman and CEO, Terex Corp.; and Peter Ruane, president and CEO, American Road & Transportation Builders Association

exhibit halls, and overall value.

Moderate to high interest was shown in serving the needs of international members and slightly lower ratings for satisfaction with results. Since the overwhelming majority of respondents were from North America, however, it is not surprising that service to international members would appear less important to them than information, connections, uniformity, etc. throughout North America.

On annual meetings, the final attendance reached 585 from nine nations for SC&RA's Annual Conference in California, USA, in April. A survey of 96 attendees indicated 88.4% of respondents were satisfied or extremely satisfied with the breakfast speakers, and 87.1% of respondents were satisfied or extremely satisfied with the educational sessions. Networking and social opportunities, for example, the President's Reception, golf and tennis events, and the International Reception also rated favourably. Overall, 95.8% were satisfied or extremely satisfied,

with 57.9% selecting the latter.

Considering the state of the economy, the attendance and quality of the 2009 Specialized Transportation Symposium in New Mexico in March, were excellent, with 22 exhibitors, 289 attendees and an array of informative speakers.

The 2009 Crane & Rigging Workshop is at The Pfister Hotel in Milwaukee, Wisconsin, USA 17 to 19 September 2009. In addition to committee meetings and seven educational sessions, this year's Workshop will feature a tour of Manitowoc facilities and an Exhibit Center with 43 booths. Although not an annual event, the 2009 Financial & Risk Management Forum, is on 19 and 20 August, at the Omni William Penn in Pittsburgh, USA, to help members navigate today's turbulent economy.

On mobile crane permits, this summer a working group of SC&RA members from Ohio, USA, is compiling a document to help remedy confusing and inconsistent enforcement of divisible-load requirements

The Crane & Rigging Group is building on the success of its Project Safety Awards by adding a Crane Rental Service Safety Award

for the movement of mobile cranes within the state. The group agreed to undertake this effort after two productive meetings with Ohio Department of Transportation officials and enforcement representatives from state and local jurisdictions. The federal definition of a non-divisible load has been an issue in various states under a range of equipment moves.

Regarding pilot car best practice, SC&RA continues to lead in the ongoing effort to develop uniformity in training by states. An SC&R Foundation-funded research project to develop a model for states to use in setting up a certification process was presented to the American Association of State Highway and Transportation Officials (AASHTO) conference in June. Copies are being sent to each state and AASHTO. This is another step in promoting uniformity of the permitting process and movement of oversize and or overweight cargo.

To update the position on the proposed Crane and Derricks Standard, in January SC&RA submitted comments in response to a Notice of Proposed Rulemaking concerning an update to the Occupational Safety and Health Administration



(OSHA) safety rules to increase employee protection by improving 40-year-old safety standards for cranes and derricks in construction.

SC&RA noted that the Association's representative on OSHA's Crane and Derrick Negotiated Rulemaking Advisory Committee (C-DAC) negotiated clearly and in good faith represented the Association's goals and viewpoints. SC&RA limited its comments to 92 instances "where OSHA altered consensus-based language or in answer to OSHA's specific request for public comment." In March SC&RA staff and representatives from seven member companies provided public-

hearing testimony regarding the proposed safety standards. SC&RA continues to monitor the progress of this much-delayed proposed standard.

## Tower cranes

SC&RA continues to monitor legislation and regulations affecting the tower crane industry. In June the Tower Crane Committee finalised its "Proposed Tower Crane Safety Bill Language," which targets regional OSHA offices and provides suggested language for inclusion in new regulations. In addition, SC&RA wrote a letter to The New York Times in response to an article highlighting New York City's development of a tower crane database. While SC&RA is not opposed to the gathering and sharing of information, there are concerns over the integrity and use of such information. This issue is at the forefront of the Crane & Rigging Group's efforts.

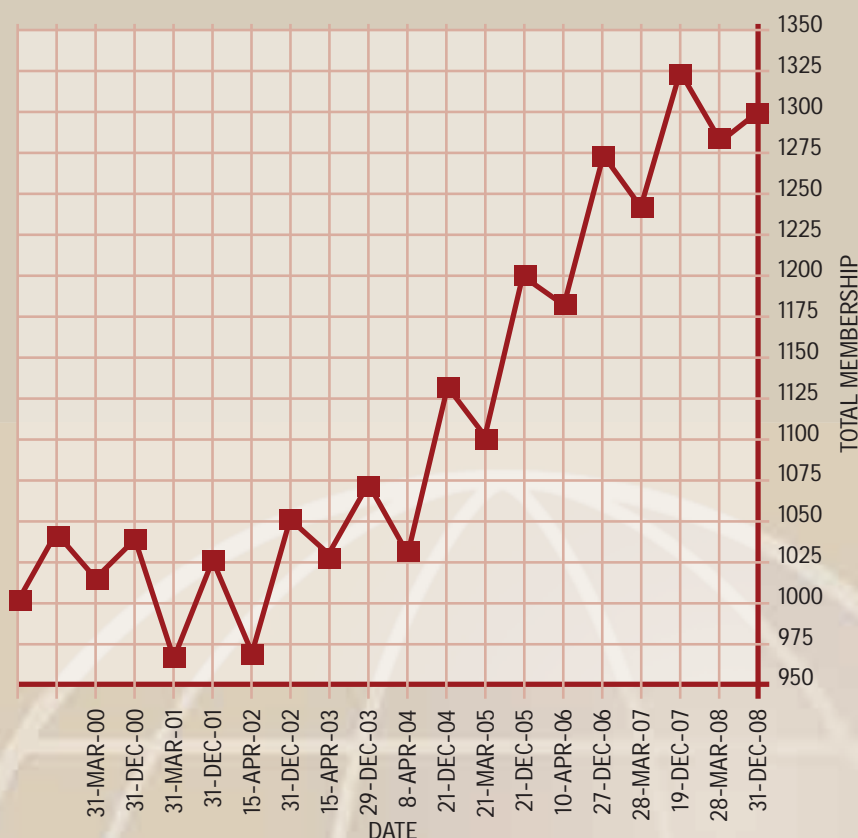
## Safety awards

Two new Crane & Rigging Group Safety awards were approved during the 2009 Annual Conference. The Crane Rental Service Safety Award will be similar to the Project Safety Award, which the group began presenting late last year. This version is for crane rental companies involved with ongoing maintenance work of 1,500 hours at a single location or on one project for the same client. The Crane Operator Safety Award, will be similar in nature to the current Million Miler Award offered by the SC&RA Transportation Group.

The SC&R Foundation will conduct a strategic planning session in Virginia, USA, in August 2009 to examine goals and objectives moving forward. Foundation Board members, committee chairs and interested committee members will review the scholarship programme, fundraising initiatives, as well as research, education and public relations priorities with the help of member input provided through a survey.

The Foundation awarded Major Benefactor Awards at the Annual Conference to four corporate donors making a gift of US\$20,000 and higher; XL Specialized Trailers, Anderson Trucking Service, Kobelco and Link-Belt. The Foundation awarded \$22,500 to five scholarship winners and five grant winners in April. Research initiatives for FY 2009-2010 have not yet been determined. The trailer raffle generated \$60,000, and the Foundation hopes to secure a similar amount from the customised motorcycle raffle.

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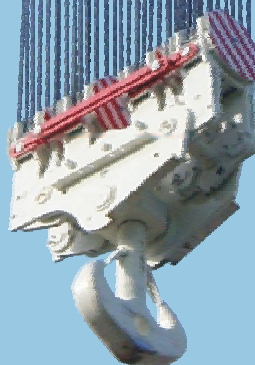


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# Dual Power loading

Loader crane manufacturer Palfinger has upgraded its Dual Power System (DPS) to DPS Plus. If the crane is equipped with a fly jib, it provides a lifting moment increase of up to 70%, according to the company.

The fly jib can be operated in two pressure ranges with an electronic overload protection system. If the last extension boom of the crane is fully extended (normal operation), the lifting capacity of the crane will be reduced to prevent overload. If the last extension boom of the crane is retracted (DPS activated), the system automatically switches to the high pressure range and thus uses the maximum lifting capacity of the fly jib. It also enables an increase of up to 15% lifting capacity when the last extension boom is fully extended.

DPS Plus is available on all machines rated 40 tonnes and above.

■ For more information see [www.palfinger.com](http://www.palfinger.com)

## INVENTIVE VALVES

Eaton Hydraulics Group has added a new range of MLV9 manual lever hydraulic valves to its Vickers screw-in cartridge valves. Advantages include very neat, compact assemblies that save weight and space, says the company, as well as creating "efficient, low maintenance systems with improved productivity via optimised circuitry."

They are suitable for off-highway and wind power equipment and steel mills, and can replace other manual valves, including pull/push-to-shift, 3-position, 4-way, tandem centre, mobile sectional, and manually-operated industrial models. They are offered in open centre, closed centre, tandem pool, and motor spool configurations.

The motor spool features an open centre that means the motor can freewheel when the valve is centred, rather than being brought to a stop.

■ For more information see [www.eaton.com](http://www.eaton.com)



## Bird's eye view from the hook

The HookCam from Pacific Systems Solutions (PSS) gives tower crane operators a view from the hook. It provides a view of the pick area with any adjacent obstructions and can highlight proximity problems and load security issues to the operator.

The system consists of a camera installed between the cheek plates of the hook block, a receiver and transmitter that sits on the trolley and a monitor inside the operator's cab.

Chris Catanzaro, operations manager at PSS, said that unlike systems that use security cameras mounted at a fixed position on the jib, the HookCam travels with the hook and needs no adjustment to the view.

No operator training is

needed but they do need to learn how the device works because at the moment it does not offer a three-dimensional view, so operators must learn

to judge the depth of images on the display screen.

■ For more information see [www.hookcam.com](http://www.hookcam.com)



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## EVENTS DIARY

## MATEXPO 2009

2 - 6 September 2009  
Kortrijk, Belgium  
www.mateexpo.com

## SC&amp;RA CRANE &amp; RIGGING WORKSHOP

17 - 19 September 2009  
Milwaukee, Wisconsin, USA  
www.scranet.org

## ICUEE

6 - 9 October 2009  
Louisville, Kentucky  
USA  
www.icuee.com

## CONMEX 2009

12 - 15 October 2009  
Expo Centre Sharjah, UAE  
www.imag.de

## WORLD CRANE &amp; TRANSPORT SUMMIT

22 - 23 October 2009  
Amsterdam, the Netherlands  
andersonmedia@btinternet.com

## SAIE 2009

28 - 31 October 2009  
Bologna, Italy  
www.saie.bolognafiere.it

## BICES 2009

3 - 6 November 2009  
Beijing (Jiuhua IEC), China.  
www.e-bices.org

## LIFTEX 2009

20 November 2009  
Chester, UK  
www.leea.co.uk

## COMMERCIAL VEHICLE OPERATOR SHOW

13 - 15 April 2010  
NEC, Birmingham, UK  
www.cvoperatorshow.co.uk

## BAUMA (MUNICH)

19 - 25 April 2010  
Munich, Germany  
www.bauma.de

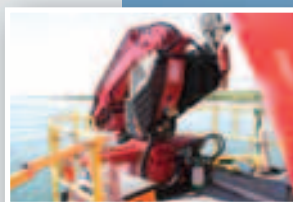
## SC&amp;RA ANNUAL CONFERENCE

6 - 10 April 2010  
Orlando, Florida, USA  
www.scranet.org

## Picture of the month

Italian manufacturer Amco Veba installed one of its 45 tonne-metre rated 950MF loader cranes on a tidal mill in Northern Ireland early in 2009.

The crane is used for service and maintenance work on the power generator in the sea driven by the force of the tide.



## PEOPLE NEWS



Eric Pommier

■ Manitowoc has appointed **ERIC POMMIER** as vice president of Crane Care in the Europe, Middle East and Africa (EMEA) region. Previously operations project manager at Manitowoc, Pommier will now focus on EMEA aftermarket customer support services. He will work to align the EMEA region with Manitowoc Crane Care operations around the world. He replaces Thibaut Le Besnerais who is making an, at the time of writing, unannounced, internal move.

■ Gottwald Port Technology has appointed Translift Port Equipment



John Wellington

Services as its new local representative in the Philippines. In co-operation with the Gottwald headquarters and the Gottwald Singapore Office, Translift is responsible for sales and customer support, including after sales service and the supply of spare parts for the Gottwald product range. All Gottwald related activities are handled by **JOHN WELLINGTON**, managing director of Translift.

■ Marine vessel emergency response, salvage and firefighting service company T&T Bisso Response Network has appointed **TIM DICKENSHEETS** as director of vessel



Tim Dickensheets

response services. Dickensheets has spent the last 19 years in spill management. "Tim's diverse background and his strong relationship with both ship owners and underwriters will offer a smooth integration into an incident management system," said Mauricio Garrido, general manager.

■ Manitex International, Inc in



Scott Rolston

the US has made a series of appointments. Among them is **SCOTT ROLSTON**, appointed senior vice president, sales and marketing. Rolston has been with the company for 16 years.

**PHIL FRIDLEY** has been appointed president of Manitex, Inc. Fridley is responsible for the financial performance of Manitex and manufacturing, purchasing, manufacturing engineering, sales ordering and administration. He was previously director of operations. Rolston and Fridley report to **ANDREW ROOKE**, president and CEO of Manitex International.



Phil Fridley

■ Send picture of the month entries and all other back page-related information to International Cranes and Specialized Transport, KHL Group, Southfields, Southview Road, Wadhurst, East Sussex TN5 6TP, UK or by e-mail to alex.dahm@khl.com. Picture caption entries should include: the month and year taken, the place, type of crane, owner and project, plus any other relevant information.

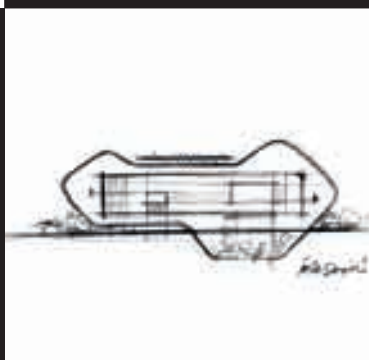
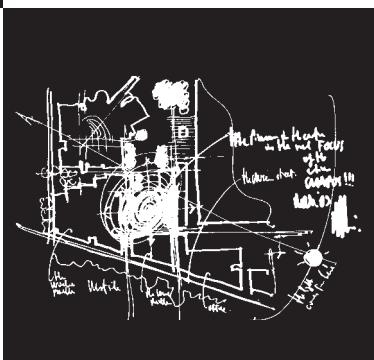
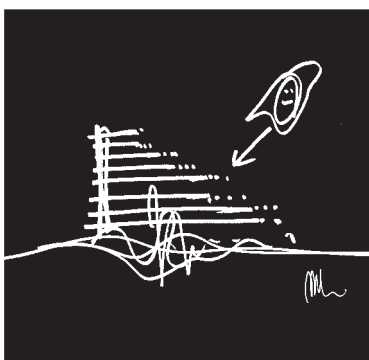
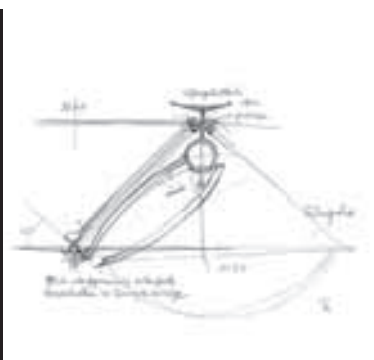
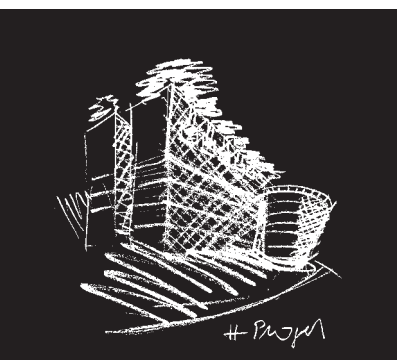
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— *Lawrence Curran,*  
*J.J. Curran Crane Company*

## Expand your network and build your business.

"The friendships and business relationships we've developed through SC&RA's meetings have allowed our company to grow faster than it would have otherwise..."

— *John Ward,*  
*All States Freight Systems*

## Make an impact on the industry.

"Through participation in SC&RA, members are in a position to change the industry in a positive way. I've experienced that personally in the areas of crane operator certification and federal safety standards for construction crane operations..."

— *Doug Williams,*  
*Buckner HeavyLift Cranes*



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1999 Link-Belt LS-138HII, 80-ton cap, Isuzu diesel, 200' main boom, 60' jib, LMI, 2 drums, block and ball .....\$375,000

1997 Link-Belt LS-238H, 150-ton cap, Isuzu diesel, 200' main boom, 60' jib, LMI, 2 drums, block and ball .....\$525,000

1992 Manitowoc M80, 80ton cap, 150' #42 main boom, 40' jib, Cummins diesel eng, LMI system w/ anti-2 block, 3rd drum, 36" pads, block and ball.....\$360,000

#### ROUGH TERRAIN CRANES

NEW 2009 Tadano GR800XL-1, 80t cap, 144' main boom, 32'-58" jib, Mitsubishi eng, 2 winches, LMI system, hot water heat w/ A/C, block and ball .....\$625,000

NEW 2009 Tadano GR600XL-1, 60t cap, 138' main boom, 32'-58" jib, Mitsubishi eng, 2 winches, LMI system, hot water heat w/ A/C, block and ball .....\$495,000

NEW 2009 Tadano GR500XL-1, 50t cap, 108' main boom, 28'-50" jib, Mitsubishi eng, 2 winches, LMI system, hot water heat w/ A/C, block and ball .....\$410,000

2007 Tadano TR600XXL-4, 60-ton cap 138' main, 32'-58" bi-fold jib, Mitsubishi dsl eng, 2 winches, Tadano AML-L LMI sys, hot water heat & A/C, 3rd party certified, B & B .....\$425,000

2003 Tadano TR600XL-4, 60-ton cap 112' main, 32'-58" bi-fold jib, Mitsubishi dsl eng, 2 winches, Tadano LMI sys, hot water heat & A/C, 3rd party cert, B & B .....\$340,000

2000 Link-Belt RTC-8040 II, 40-ton cap 105' main, 28'-51" swing-away jib, Crnns dsl eng, LMI/anti-2 block sys, 2 winches, propane heat, 3rd party certified, hook B & B. 4 to choose from .....\$170,000

2000 Terex RT230, 30 ton cap., 94' main, Cummins engine, 3rd party certified, block & ball.....\$135,000

2002 Terex RT-665, 65ton cap, 110' main boom, 57' jib, Cummins eng, LMI system, b&b.....\$280,000

1998 Tadano TR500XL-3, 50ton cap, 111' main boom, 56' jib, Mitsubishi diesel eng, 2 winches, LMI system, block and ball.....\$210,000

#### TRUCK CRANES

New 2009 Liebherr LTM-1200-5.1, 220 ton cap, 236' 7 section main boom, 40'-72" bi-fold jib extendable to 95' and 118', Liebherr D846 diesel engine, 2 winches, Liccon LMI system, heat & A/C, new Nelson 3 axle boom dolly, block and ball.....\$1,995,000

New 2009 Liebherr LTM-1095-5.1, 110-ton cap, 190' 6 section main boom, 32'-62" bi-fold jib, 7 meter jib extension for total jib length of 85', Liebherr D846 diesel engine, 2 winches, Liccon LMI system, heat & A/C, block and ball.....\$1,350,000

2001 Liebherr LTM-1080-1/L, 100-ton cap, 157' Full Power Boom, 62' Jib, Liebherr diesel engine, ZF automatic transmission, 2 Winches, LICCON LMI system, heat & A/C, 3rd party OSHA certified, block and ball .....\$520,000

1995 Krupp KMK-6300, 300ton cap, 174' main boom, 207 fixed jib, 240' luffing jib, Mercedes diesel eng upper/lower, 20.5 R25 tire, 2 winches, LMI system, block and ball.....\$1,550,000

1996 Grove GMK-3055, 175ton cap, 161' main boom, 58' swing-away jib, 2 winches, Mercedes diesel eng upper/lower, 20.5 tires, LMI system, block and ball.....\$700,000

2001 Grove GMK-5120B, 120ton cap, 167' main boom, 111' jib, 2 winches, 16.00 tires, 2 axle boom dolly, LMI system, block and ball .....\$795,000

2004 Grove GMK-3055, 60ton cap, 141' main boom, 49' hyd. jib, 2 winches, Mercedes diesel eng, 16.00 tires, LMI system, block and ball.....\$495,000

2004 Grove TMS-500E, 40ton cap, 95' main boom, 45' jib, Cummins diesel eng, 1 winch, LMI system, block and ball.....\$215,000

2000 Terex T-340, 40ton cap, 94' main boom, 49' jib, Cummins diesel eng, 1 winch, LMI system, block and ball.....\$175,000

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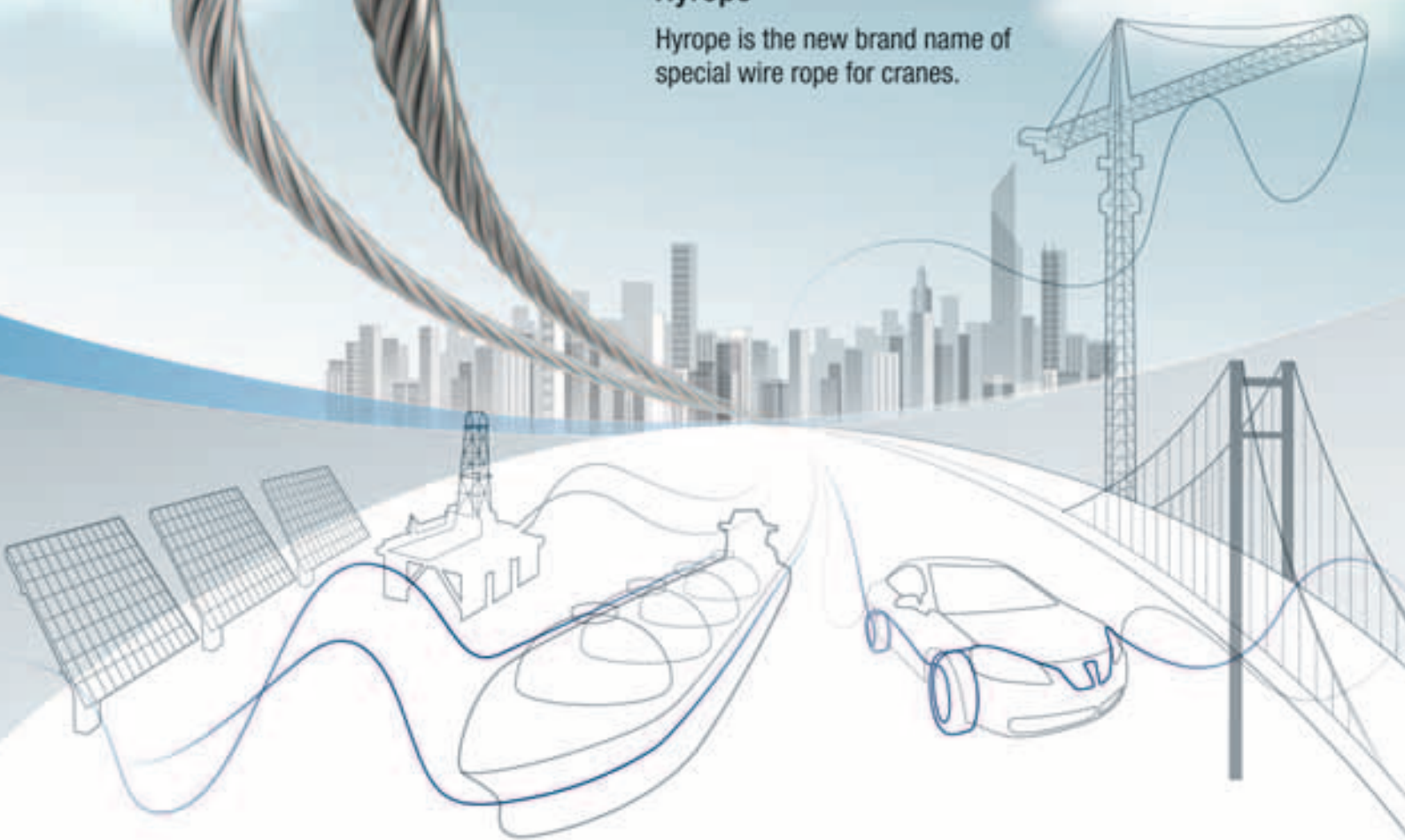
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35 t Liebherr LTM 1030-2, 2002	
35 t Liebherr LTM 1035-3, 1988	
35 t PPM Terex ATT 400-3, 2002	
35 t Terex Demag AC 35, 2003	
40 t Terex Demag AC 40-1, 1999	
40 t Tadano Faun RFT 40-3, 1992	
45 t Tadano Faun ATF 45-3, 2003	
50 t Grove GMK 3050, 1999	
50 t Terex Demag AC 50-1, 2002	
50 t PPM Terex ATT 600, 1998	
50 t Grove AT 755 - C, 1998	
70 t Grove GMK 4070-1, 1999	
75 t Grove GMK 4075, 2001	
80 t Liebherr LTM 1080-1, 2000 + 2004	
100 t Terex Demag AC 100, 2003	
120 t Terex Demag AC 120, 2002	

35 t PPM Terex ATT 400-3, 2002

50 t Terex Demag AC 50-1, 2002

80 t Liebherr LTM 1080-1, 2000

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 PPM ATT 400 35 t YEAR 1998	 GROVE GMK 2035 35 t YEAR 1999	 PPM ATT 600 50 t YEAR 1997
 LIEBHERR LTM 1090 90 t YEAR 1990	 DEMAG AC 120 120 t YEAR 2002	 LIEBHERR LTM 1120-1 120 t YEAR 2000
 LIEBHERR LTM 1160-2 160 t YEAR 2001	 LIEBHERR LTM 1250-1 250 t YEAR 2002	 GROVE GMK 7450 450 t YEAR 2004
 DEMAG AC 1600 500 t YEAR 1996		

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Liebherr LTM 1040 2006  
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 Liebherr LTM 1070 2005  
 Liebherr LTM 1095 2006  
 Liebherr HS855HD 2006  
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**ALL TERRAIN-CRANES**

Make / Type	y. o. m.	Drive	Boom / Fly Jib
20 t Krupp KMK 2020	1994	4x4x4	20,50m + 3,80m
25 t Demag AC 25	1998	4x4x4	25,00m + 1,20m
25 t Demag AC 25	2000	4x4x4	25,00m + 13,00m
30 t PPM ATT 335	1997	4x4x4	27,40m + 15,00m
30 t Liebherr LTM 1030-2	2002	4x4x4	30,00m + 15,00m
35 t PPM ATT 400	1998	4x4x4	30,40m + 15,00m
35 t PPM ATT 400/2	2000	4x4x4	30,40m + 8,00m
40 t Terex-Demag AC 40L	2009	4x4x4	37,40m + 8,00m
40 t Liebherr LTM 1040-1	1994	6x4x6	30,00m + 8,00m
50 t Demag AC 155	1993	6x4x6	40,00m + 17,60m
50 t PPM ATT 590	1996	6x4x6	40,00m + 15,00m
50 t Faun ATF 50-3	1997	6x4x6	38,00m + 16,00m
50 t Demag AC 50-1	2002	6x4x6	40,00m + 17,00m
50 t Grove GMK 3050	2006	6x4x6	38,10m + 15,00m
55 t Liebherr LTM 1055.3-1	2004	6x4x6	40,00m + 16,00m
60 t Faun ATF 60-4	2000	8x6x8	40,00m + 16,00m
70 t Grove TT 865	1997	8x6x8	38,00m + 18,50m
75 t Grove GMK 4075	2001	8x6x8	43,20m + 27,00m
75 t Grove GMK 4075	2001	8x6x8	43,20m + 17,00m
80 t Liebherr LTM 1080/1	1999	8x6x8	48,00m + 17,00m
80 t Demag AC 80-1	2001	8x6x8	50,00m + 17,60m
80 t Grove GMK 4080-1	2006	8x6x8	51,00m + 15,00m
90 t Liebherr LTM 1090/2	1998	8x6x8	52,00m + 18,00m
90 t Faun ATF 90G-4	2008	8x8x8	51,20m + 19,00m
120 t Faun ATF 120-5	1997	10x8x10	49,00m + 16,20m
120 t Demag AC 395	1996	10x8x10	60,00m + 17,60m
220 t Faun ATF 220G-5	2007	10x8x8	68,00m + 37,50m

**TELESCOPIC - TRUCK CRANES**

25 t Kato NK 250 E	1998	6x4x2	30,00m + 7,50m
25 t Tadano TL 250 E	1998	6x4x2	30,00m + 7,50m
50 t Kato NK 500 E	1997	8x4x4	40,00m + 15,00m
75 t Gottwald AMK 85-53	1977	10x6x6	39,00m + 21,00m

**REACHSTACKER**

40 t PPM 40 GMI	1991	4x2x2	4 th height
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**BOOMLIFTER**

3,3 t JCB Telehandler 535-105	2006	4x4x4	10,50 m
3,5 t JCB Telehandler 535-125	2007	4x4x4	12,50 m
5,0 t Terex Girillift 5022	2001	4x4x4	22,00 m

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**ALL TERRAIN CRANES:**

Brand	Type	Year	Capacity
DEMAG	AC205	1994	80t
DEMAG	AC205	1997	80t
LIEBHERR	LTM1080	2000	80t
LIEBHERR	LTM1030/2	2003	35t
KRUPP	KMK3050	1994	50t
KRUPP	KMK3045	1990	45t
FAUN	ATF70-4	1997	70t
DEMAG	AC155	1993	50t

**CRAWLER CRANES:**

Liebherr	LR1300	Brand new	300t
Liebherr	LR1130	Brand new	130t
Hitachi	KH300	1993	80t
ZOOM LION	QUY70	Brand new	70t
Hitachi	KH230	1987	65t
Hitachi	KH180-3	1993	50t

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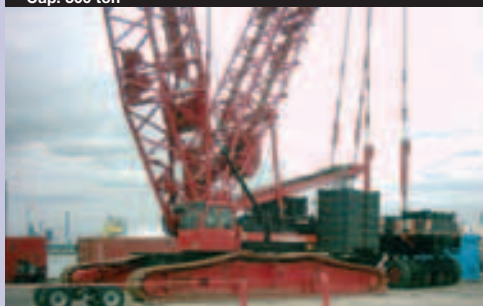
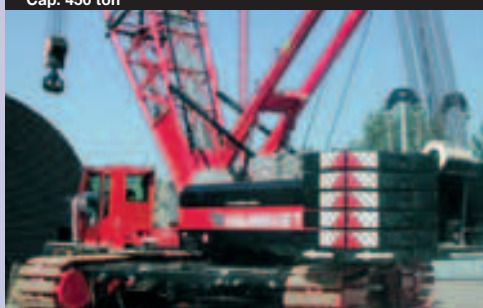
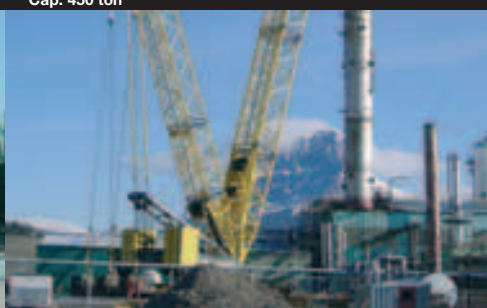
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Cap. 450 tonGrove GMK 7450  
Cap. 450 tonZoomlion QUY 260  
Cap. 260 tonSennebogen 5500-HD-SL  
Cap. 180 tonDemag CC 2800  
Cap. 600 tonLiebherr LTM 1160/2  
Cap. 160 ton**Cranes**

REF NR	MANUFACTURER	MODEL	CAP	YOM	BOOMLENGTH	FIXED JIB	LUFFING JIB	REMARKS
864	Terex	RT 665	65	2003	33 Mtr	17,3 Mtr		
774	Terex	RT 1000	90	2002	38,4 Mtr	18,3 Mtr		
636	Grove	GMK 5100	100	2000	51 Mtr	18 Mtr		
806	Liebherr	LTM 1120/1	120	1999	56 Mtr	28 Mtr		
615	Liebherr	LTM 1160/2	160	1999	60 Mtr	36 Mtr		
664	Sennebogen	5500 HD-SL	180	2001	52,3 Mtr		52,3 Mtr	
708	Grove	GMK 5200	200	2001	60 Mtr	13-40 Mtr		
1727	Zoomlion	QUY260	260	New	83 Mtr		60 Mtr	
944	Liebherr	LTM 1300-1	300	2003	60 Mtr	42 Mtr	70 Mtr	Incl. Superlift
1720	Demag	AC 350	350	2002	56 Mtr	49,4 Mtr	71,4 Mtr	Incl. SSL
685	Liebherr	LR 1400-2	450	2000	84 Mtr		84 Mtr	Incl. Superlift + Wagon
1693	Grove	GMK 7450	450	2008	60 Mtr		73 Mtr	
1399	Liebherr	LTM 1500	500	1999	50 Mtr		91 Mtr	Incl. Superlift
680	Demag	AC 500-1	500	2000	56 Mtr	30 Mtr		Incl. Superlift
510	Demag	CC 2600	500	1997	78 Mtr		78 Mtr	Incl. Superlift
668	Demag	CC 2800	600	2000	84 Mtr		84 Mtr	Incl. Superlift
020516	Demag	CC 2800	600	1999	84 Mtr		84 Mtr	Incl. Superlift
020507	Demag	CC 2800	600	1999	84 Mtr		72 Mtr	Incl. Superlift
430	Demag	CC 4800-3	800	1986	66 Mtr		66 Mtr	Incl. Superlift

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35 t, Demag AC 35, 2003	45 t, PPM Terex ATT 530, 1994	50 t, Liebherr LTM 1050/1, 1999
		
50 t, Faun HK 50 L, 2005	80 t, Demag AC 80-1, 2000	80t, Grove GMK 4075, 2001
		
90 t, Liebherr LTM 1090-2, 1999	100t, Demag AC 100, 2000	120t, Demag AC 120/AC 395, 1998
		
130 t, Grove GMK 5130, 2005	180t, Grove GMK 5180, 2000	400t, Liebherr LTM 1400, 1998

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### Sale By Private Treaty

(Subject to Conditions of Sale)

#### Tower Cranes by Liebherr, Jost & Manitowoc Potain

##### To include/Item description

Liebherr 224HC-R luffing crane slew ring cab Serial 224HCL01/05 Year of manufacture 2003, with machine deck, approx 300M hoist rope, approx 100M luffing rope, erection rope kit, approx 6M tower cable, 4 steel platforms, 2 approx 30M pendant ropes, Liebherr hoist block, 12.24M tower section (1 off), 5.14M tower section (5 off), 6M tower section (1 off) 12M A frame, 10M jib section (5 off), bicycle, 5 tonne counterweight (5 off), 2.5 tonne counterweight (2 off), trolley & hoist block.

Jost JL 256-16 luffing crane cab Serial 256.005 Year of manufacture 2008, with slew ring, 6M mast section (8 off), 10M jib section (6 off), approx 13M A frame, 6.4 tonne concrete counterweight (1 off), 5 tonne steel counterweight (1 off), 2 tonne concrete counterweight (1 off), Jost hoist block, machine deck with cables to drums, & tower cable.

Jost JL 316-16 luffing crane cab Serial 316 - 007 Year of manufacture 2007, with slew ring, 6M mast section (5 off), 10M jib section (6 off), approx 13M A frame, Jost hoist block, 3.3 tonne steel counterweight (16 off), machine deck with cables to drums, & tower cable.

Liebherr 220HC saddle jib crane slew ring cab Serial 30513 Year of manufacture 1989, with approx 9M A frame, 12.24M tower section (2 off), 4.14M tower section (2 off), approx 60M front jib, approx 19M counter jib with winch section, assorted counterweights (7 off), approx 30M tower cable.

Manitowoc Potain MCT88 topless top slew tower crane Serial 408321 Year of manufacture 2007, with associated equipment.

Manitowoc Potain MCT88 topless top slew tower crane Serial 410287 Year of manufacture 2008, with associated equipment.

Liebherr 12.4M mast section (2 off)

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55 t	Grove GMK 3055	2007
90 t	Liebherr LTM 1090/2	1997
160 t	Liebherr LTM 1160-5.1	2008
200 t	Liebherr LTM 1200-5.1	2005
200 t	Liebherr LTM 1200-5.1	2006
220 t	Liebherr LTM 1220-1	2004
220 t	Grove GMK 5220	2008
400 t	Liebherr LTM 1400	1997: Recon

### Rough Terrain Cranes

60 t	Grove RT760E	New !
60 t	Tadano GR600XL-1	New !
80 t	Tadano GR800XL-1	New !

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200 t	Liebherr LR 1200	New !
300 t	Manitowoc 2250	New !
400 t	Terex-Demag CC 2400-1	New !
600 t	Terex-Demag CC 2800-1	New !

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Code	manufacturer	type	tons	drive	year	boom	jib
256	P+H	Omega S 15	15/18 to	4x4x4	1979	27 m	6,7 m
55036	Palfinger / Iveco	PK 19000	19mt-7,25 to./max. 9.90m-1580 kg	6x6	1995	9,9 m	---
58584	Krupp	KMK 2020	20/22 to	4x4x4	1994	20,5 m	---
58626	Hydrokran	Saturn 25	25/30 to	4x4x4	1993 WU	21,4 m	---
62342	Demag	AC 25	25 to	4x4x4	1999	25 m	13 m
58514	Palfinger / MAN	PK 28000 EL	3 to / 28 mt	6x4	1986	28,5 m	ja
61154	PPM	ATT 335	30 to.	4x4x4	1997	27,4 m	15 m
62199	Faun	HK 35	35 to	6x4x2	2001	25,3 m	8 m
61859	Liebherr	LTM 1030/2	35 / 38,5 t	4x4x4	2001	30 m	8,6 m
61366	Tadano Faun	RTF 40-3	40/45 to	6x6x6	1998	30 m	15,45 m
61247	Sennebogen	HPC 40	40 / 44 to.	8x4x4	2008	30 m	6,5 m
61311	Tadano Faun	RTF 40-3	40/45 to	6x6x6	2000	30 m	15,45 m
61150	Liebherr	LTM 1040/1	40/45 to	6x4x6	1997	30 m	14,5 m
61090	Terex-Demag	AC 40	40 / 44 to.	6x6x6	2007	31,2 m	1,2 m
61376	Terex	TC 40L	40 / 44 to.	6x4x2	2008	37,4	8 m
61858	Terex-Demag	AC 40-1	40	6x6x6	2002	31,2 m	prepared
61248	LIEBHERR	LTF 1045-4.1	45 / 50 to.	8x4x4	2007	35 m	9,5 m
60050	Grove	GMK 3050	50 / 55 to	6x6x6	2001	38,1 m	15 m
60879	Tadano Faun	HK 50 / MAN	50 to	8x4x4	2005	40,2 m	---
61144	GROVE	GMK 3050	50 to.	6x6x6	2004	38,10 m	15 m
61359	Terex-Demag	AC 50-1	50 / 55 to.	6x6x6	2008	40 m	17,6 m
61147	Demag	AC 50	50 / 55 to	6x6x6	2002	40 m	17,6 m
61148	Tadano-Faun	ATF 50-3	50 / 55 to.	6x6x6	1998	38,6 m	16 m
61255	Tadano-Faun	ATF 50G-3	50 / 55 to.	6x6x6	2008	40 m	18 m
61301	PPM	ATT 590	50 / 55 to.	6x6x6	1996	40 m	15 m
61302	Demag	AC 155	50 / 55 to.	6x4x6	1993	40 m	17 m
61712	Liebherr	LTM 1050-3.1	50 / 55 to.	6x4x6	2008	38 m	16 m
61143	GROVE	GMK 3055	55 to.	6x6x6	2004	43 m	15 m
61385	LIEBHERR	LTM 1055	55 / 60 to.	6x6x6	2009	40 m	16 m
61776	GROVE	GMK 3055	55 to.	6x4x6	2009	43 m	---
61952	Tadano-Faun	RTF 60-4	60 / 70 to	8x6x8	1992	31,8 m	15,0 m
61158	Liebherr	LTM 1060-2	60 / 66 to	8x6x8	2001	42 m	17 m
62228	Liebherr	LTM 1060-2	60 to	8x6x8	2001	42 m	17 m
60276	Tadano-Faun	HK 60/Actros	60 to	8x4x4	2008	40,2 m	16 m
60892	Liebherr	LTM 1060-1	60/70 to	8x6x8	1994	40 m	16 m
61300	Tadano Faun	ATF 60-4	60/70 to.	8x6x8	2000	40,2 m	16 m
62162	Tadano-Faun	ATF 60-3	60 to	6x6x6	2006	40,2 m	16 m
61779	Liebherr	MK 63	63mt - 8 to. - 9 m / 1,8 to - 36 m	6x6x6	2009	36 m	45' f. 47,9 m height
61346	Tadano-Faun	RTF 65-4	65 / 75 to.	8x6x8	1994	40,5 m	-
61361	Tadano-Faun	ATF 65-4	65 / 70	8 x 6 x 8	2008	44 m	16 m
58670	Liebherr	LTM 1070	70/77 to	8x8x8	1994	42 m	18 m
58029	Grove	GMK 4070-1	70 to	8x6x8	1998	38,1 m	16 m
60895	Tadano Faun	ATF 70-4	70 / 75 to	8x6x8	1996	40,5 m	16 m
61371	Tadano-Faun	ATF 70-4	70 / 75 to.	8x8x8	2001	40,5 m	9 - 16 m
61384	LIEBHERR	LTM 1070-4.1	70 / 77 to	8x4x8	2008	50 m	16 m
60440	Peiner	ABK 42-80	73 mt / 42 m-1,4 to	8x4x6	2000	42 m/50 m	42 m
58094	Grove	GMK 4075	75 to	8x6x8	2001	43,2 m	17 m
58576	Grove	GMK 4080	80 / 90 to	8x6x8	2001	43 m	13 m
58540	Krupp	KMK 4080	80 to	8x6x8	1994	43 m	13 m
60034	Palfinger / MB-Fahrg.	PK 85002 F	80 mt	8x4	2008	18 m	9,90m
60044	Tadano Faun	RTF 80-4	80/88 to	8x6x8	1996	42,1 m	16 m
61155	Liebherr	LTM 1080/1	80/90 to	8x6x8	1999	48 m	19 m
60073	Tadano Faun	ATF 80-4/90-4	80 / 88 to	8x6x8	2005	48,5 m	16 m
61345	Liebherr	LTM 1090-2	90/99 to	8x8x8	1998	52 m	18 m
60884	Liebherr	LTM 1090-1	90/100 to	8x8x8	1994	44 m	10 m
61692	Gottwald	AMK 100-53	90 / 110 to.	10 x 6	1982	46 m	9 m
62203	Tadano-Faun	ATF 90G-4	90 to.	8x8x8	2008	51,2	18 m
61383	Liebherr	MK 80	93 mt / 42m - 1.7 to	8x6x8	2002	28 m	----
60685	Liebherr	MK 80	93 mt / 42m - 1.7 to	8x6x8	2005	28 m	----
58755	Grove	GMK 5095	100/130 to	10x8x10	2008	60 m	17 m
58557	Grove	GMK 4100-L	100/110 to	8x6x8	2009	60 m	17 m
61074	Terex-Demag	AC 100-5	100 / 110 to.	10x6x8	2008	12,5-50,2 m	on request
61258	Grove	GMK 5095	100/130 to	10x6x10	2009	60 m	17 m
61374	Terex-Demag	AC 100-4	100 / 110 to.	8x6x8	2008	11,9 - 50 m	10,1 - 19 m
62260	Grove	GMK 5100	100 / 110 to.	10x4	2001	51 m	18 m
62251	Demag	AC 100	100 / 110 to.	10x6x8	2000	50,2 m	17 m
61202	Krupp	KMK 5110	110 / 120 to.	10x6x8	1994	50,5 m	10 - 16 m
61254	GROVE	GMK 5110-1	110 / 120 to.	10x6x10	2008	50,6 m	11 - 18 m
61313	Liebherr	MK 110	8 t/14 m - 1,8 t/52 m	10x8x10	2006	52 m	---
61735	Tadano-Faun	ATF 110G-5	110/130 too	10x8x8	2008	52 m	9,5 - 16,2 m
61688	Tadano-Faun	ATF 110G-5	110/130 to	10x8x8	2005	52 m	9,5 - 16 m
61378	Demag	AC 120-1	120	10x6x8	2009	60 m	17 m
62343	Faun	ATF 120-5	120 to	10x8x10	1997	49,6 m	16 m
62355	Liebherr	LTM 1120/1	120 to.	10x8x10	2000	56 m	21 m
61253	Grove	GMK 5130-2	130 / 145 to.	10x6x10	2008	60 m	11 - 18 m
61252	Grove	GMK 5130	130 / 145 to.	10x6x10	2008	60 m	11 - 18 m
61742	LIEBHERR	LR 1130	130 to.	Raupe	2003	50 m	---
58620	Liebherr	LTM 1160-1	160/175 to	12x8x10	1994	52 m	33 m Luffing jib
61261	Liebherr	LTM 1160-5.1	160 / 175 to.	10x8x10	2008	62 m	22 m
61363	Tadano-Faun	ATF 160 G-5	160 / 180 to.	10x8x8	2008	60 m	13 m
62258	Liebherr	LTM 1160/2	160 / 175 to.	10x8x10	1999	60 m	36 m
61333	Tadano Faun	ATF 160G-5	160 to	10x8x8	2005	60 m	13,2 m + 5,4 m
61774	GROVE	GMK 5170	170 / 185 to.	10x8x10	2009	64 m	11 - 18 m
61737	GROVE	GMK 5200	200 / 220 to.	10x8	2004	60 m	38 m
61713	Liebherr	LTM 1200-5.1	200 / 220 to.	10x8x8	2006	13,2 - 72 m	22 m
61961	Demag	AC 200-1	200 to	10x8x8	2004	67,8 m	17 m
60080	LIEBHERR	LTM 1220/5.1	220 / 240 to.	10x8x8	2005	13,3 - 60 m	36 m
60074	GROVE	GMK 6220 L	220/250 to	12x8x12	2004/ wu 09	72 m	22 m + 38 m
62338	Tadano-Faun	ATF 220G-5	220 to	10x8x8	2007	68 m	20 m
60085	Terex-Demag	AC 250-1	250 to	12x8x10	2007	80 m	36 m
61734	Liebherr	LTM 1250-1	250 to	12x8x10	2002	72 m	22 + 14 m
61161	Liebherr	LG 1280	280 / 300 to.	16x12x12	1975	56 m	---
61001	Liebherr	LR 1280	300 to	Raupe / cralwer	2009	69,8 m S-Ausleger	-----
60896	Liebherr	LTM 1300	300/330 to	14x8x10	1999	60 m	42 m + 70 m
61091	GROVE	GMK 6300	300 / 330 to.	12x8x12	2009	60 m	61 m
62315	Liebherr	LTM 1300-1	300 to.	12x8	2003	60 m	72 m
62165	Liebherr	LTM 1300	300 to	14x8x10	1991	60 m	70 m
61733	LIEBHERR	LTM 1400-7.1	400 / 450 to.	14x8	2006	60 m	56 - 84 m
62287	Liebherr	LR 1400-2	400 / 450 to.	Raupen	2002	84 m	84 m

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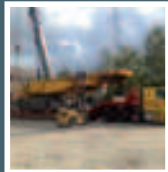
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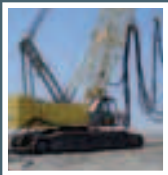
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### CRAWLER CRANES

Manufacturer	Model	Cpty(t)	YOM
KOBELCO	BM800	80	1996
IHI	CCH900	90	2008
KOBELCO	7120	120	2005
KOBELCO	7150	150	1996
KOBELCO	7150	150	1995
SUMITOMO	SC1500	150	1995
KOBELCO	CKE1800	180	2003
KOBELCO	7250-2F	250	2006
KOBELCO	7250-2F	250	2007
KOBELCO	CKE2500	250	2005
KOBELCO	CKE4000C	400	2008
MANITOWOC	M16000	450	2005
MANITOWOC	M18000	750	2006
LIEBHERR	LR1800	1000	1998

### MOBILE CRANES

SAMSUNG	CX300	30	1998
KATO	KR45HV	45	1992
TADANO	GR500N-1	51	2004
TADANO	GR600N-1	60	2006
KATO	SL650	65	2008
SAMSUNG	SC25H-2	25	1996
SAMSUNG	SC50H-2	50	1997
LIEBHERR	LTM1070	70	1989
DEMAG	AC205	80	1995
GROVE	AT990E	80	1995
LIEBHERR	LTM1090/2	90	1999
LIEBHERR	LTM1095	100	2007
TADANO	AR1000M	100	1993
SUMITOMO	SA1000	100	1993
KRUPP	KMK6200	200	1996
TADANO	AR2000M	200	1994
LIEBHERR	LTM1200	200	2007
TADANO-FAUN	ATF220G-5	220	2007
LIEBHERR	LTM1300	300	2000
LIEBHERR	LTM1300	300	1993
LIEBHERR	LTM1500-8.1	500	2007



TADANO-FAUN ATF220G-5, 2007



KOBELCO 7250-2F, 2005



HITACHI-SUMITOMO SCX2800-2  
2006



KOBELCO CKE4000C, 2008

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30 + 15 m, 6x6x6

40 t DEMAG AC 40-1, year 99

31.2 + 13 m, 6x6x6

60 t GOTTWALD TMK 75-44, year 75

39 m, 8x4x2

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60 + 18 m, 10x8x10

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80T	GROVE	GMK 4075	2001

80T	DEMAG	AC 80	1999
90T	LIEBHERR	LTM 1090	1990
90T	LIEBHERR	LTM 1090/2	1997
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2000 Grove GMK 5180 All Terrain, 180 tons  
1992 Grove AT 750E All Terrain, 50 tons  
1992 Grove TT 865E All Terrain, 60 tons  
1997 Grove TMS 250E Truck Crane, 30 tons

2006 Tadano Faun ATF 110-5 All Terrain, 110 tons  
2005 Tadano ATF 60-4 All Terrain, 60 tons  
1997 Tadano TR 300EX Rough Terrain, 30 tons

1981/2002 P&H Kobelco R5150 Crawler, 150 tons  
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LIEBHERR	LTM	1500	500t	BJ 01	LIEBHERR	LT	1080	80t	BJ 79
DEMAG	AC	500	500t	BJ 99	DEMAG	AC	80	80t	BJ 99
LIEBHERR	LTM	1400	400t	BJ 05	LIEBHERR	LTM	1070	70t	BJ 94
DEMAG	AC	200	200t	BJ 05	LIEBHERR	LTM	1070.4	170t	BJ 08
LIEBHERR	LTM	1200	200t	BJ 04	PPM	ATT	680	60t	BJ 93
LIEBHERR	LTM	1160/2	160t	BJ 99	FAUN	ATF	50-3	50t	BJ 02
DEMAG	AC	120	120t	BJ 02	LIEBHERR	LTM	1040/1	40t	BJ 92
LIEBHERR	LR	1100	100t	BJ 02	LIEBHERR	LTM	1030/1	30t	BJ 95, 96
LIEBHERR	LTM	1100/2	100t	BJ 01,02,04	GOTTWALD	AMK	31	20t	BJ 85



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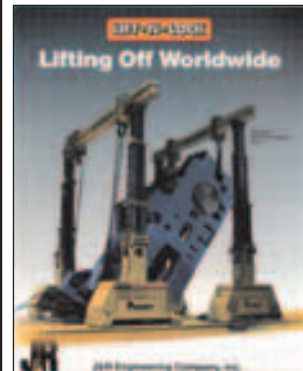
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80 t	Grove	GMK 4080-1	2006	8 x 8 x 8	51/15	direct
80 t	Liebherr	LTM 1080-1	2001	8 x 8 x 8	48/19	direct
80 t	Liebherr	LTM 1080/1	2000	8 x 8 x 8	48/19	direct
80 t	Liebherr	LTM 1080/1	1999	8 x 8 x 8	48/19	direct
80 t	Krupp	KMK 4080	1992	8 x 8 x 8	43/13	direct
75 t	Grove	GMK 4075	2001	8 x 8 x 8	43.2/27	direct
75 t	Grove	GMK 4075	2001	8 x 8 x 8	43.2/17	direct
70 t	Liebherr	LTM 1070	1992	8 x 8 x 8	42/18	direct
70 t	Liebherr	LTM 1070	1991	8 x 8 x 8	42/18	direct
60 t	Faun	ATF 60-4	2000	8 x 8 x 8	40.2/16	direct
60 t	Liebherr	LTM 1060/1	1995	8 x 8 x 8	40/16	direct
50 t	Liebherr	LTM 1050/1	2000	8 x 8 x 8	40/16	direct
50 t	Liebherr	LTM 1050/1	1997	8 x 8 x 8	40/16	direct
50 t	PPM	ATT 590	1996	6 x 6 x 6	40/15	direct
50 t	Liebherr	LTM 1050	1990	6 x 6 x 6	38/16	direct
50 t	Demag	AC 155	1993	6 x 6 x 6	40/17	direct
40 t	Liebherr	LTM 1040-1	1994	6 x 6 x 6	30/18	direct
40 t	Liebherr	LTM 1040-3	1993	6 x 6 x 6	30/14.5	direct
40 t	Liebherr	LTM 1040-3	1992	6 x 6 x 6	30/14.5	direct
40 t	Demag	AC 95	1997	4 x 4 x 4	32.3/17.6	direct
40 t	Demag	AC 95	1994	4 x 4 x 4	32.3	direct
35 t	PPM	ATT 400/2	2000	4 x 4 x 4	30.4/8	direct
35 t	PPM	ATT 400	1998	4 x 4 x 4	30.4/15	direct
35 t	Luna	AT 35/30	1998	4 x 4 x 4	29.2/15	direct
35 t	Luna	AT 35/27	1990	4 x 4 x 4	27/9	direct
30 t	PPM	ATT 335	1997	4 x 4 x 4	27.4/15	direct
30 t	Grove	AT 633	1988	4 x 4 x 4	27/9	direct
30 t	Luna	AT 30/27 (3x)	1989	4 x 4 x 4	27/9	direct
25 t	Demag	AC 25	2000	4 x 4 x 4	25/13	direct
25 t	Liebherr	LTM 1025	1993	4 x 4 x 4	26/8.2	direct
25 t	Liebherr	LTM 1025	1992	4 x 4 x 4	26/8.2	direct
25 t	Krupp	KMK 2025	1992	4 x 4 x 4	23	direct
20 t	Krupp	KMK 2020	1994	4 x 4 x 4	20.5/3.8	direct
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25 t	Tadano	TL 250 E	1998	8 x 4 x 2	31/8	direct
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3.5 t	JCB	535-125	2006	4 x 4 x 4	12.5	direct
3.3 t	JCB	535-105	2007	4 x 4 x 4	10.5	direct
3.2 t	Manitow	MT 932	2001	4 x 4 x 4	9	direct
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RB-97	190,000	3,250	1-3/4"
RB-90	140,000	3,300	1-1/2"



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