

INTERNATIONAL

cranes

AND SPECIALIZED TRANSPORT

AUGUST 2013
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A KHL Group publication

TRANSPORT:

News and products

Operator training

THE KNOWLEDGE:

Marco van Daal

Hiab interview

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Mammoet

Buckner

Behala



The world's biggest
specialized transport companies

Transport 50

XCMG's 4000 tonne crawler crane successfully completes its first hoisting task in Yantai



This crane features modular design, lowering its transport cost. All-round safety control system, synchronous control of four winches, and three-level balanced system of lifting hooks ensure safety control of hoisting. Humanized design and specialized slings improve assembly efficiency.

It can be transformed into a 2000 tonne crawler crane, making multiple applications possible on the same machine.

XGC88000 is an integrated crawler crane with the largest lifting capacity in global hoisting equipment industry. Its hoisting moment can reach up to 88000t.m.

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message from 2013 is one of stronger growth and more positive signs for further improvement.

While that in itself is encouraging, it is also good to note that a proportion of that improvement is due to increased rental activity and sales of machinery, including cranes and other large construction and mining equipment, because they form the bulk of the cargo carried by many of the T50 companies.

Like it did with the IC50 ranking for crane-owning companies in June, global operator Mammoet retains its position at the top, where it has been since the first T50 in 2005. It has increased its capacity by 10 % on last year but closing up on it are ALE and Sarens, both of which have moved up. More big gains were posted by players in Europe and the USA. See the full story on page 15.

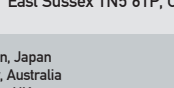
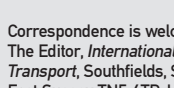
Continuing the transport theme is the second in a new series of practical how-to articles to help improve safety in heavy transport and lifting operations. Starting with the basics, industry expert Marco van Daal uses his 20 years of experience to explain specialized transport equipment types and terminology. See page 33.

Every year around now we seek out suitable candidates for the TopLift contest. Ten projects will be selected and published in the September issue of IC. Readers then vote for a favourite, the winner being published in the December issue. There are no minimum or maximum requirements for the scale of the TopLift projects but they must involve lifting, be interesting and, ideally, technically challenging, and they must have been carried out in the last 12 months. Feel free to make some suggestions.

ALEX DAHM

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“Without the Boom Raising System, we would have been pressed to rent another crane or wouldn’t have been able to bid on the job.”

Ron Babb — Crane Operator, Reed & Reed Construction

The Boom Raising System for the 400 t Manitowoc 16000 Wind Attachment is designed for customers like Reed & Reed to win more jobs. It allows operators to raise the longer wind attachment boom lengths needed for 100 m wind turbine projects — without an assist crane.

➤ See it in action: www.youtube.com/manitowoccranes

Grove Manitowoc National Crane Potain



ON THE COVER



Collett in the UK transporting a 147 tonne gas turbine. The 230 tonnes gross vehicle weight made it the heaviest load ever to cross the Runcorn bridge

SUBSCRIPTIONS

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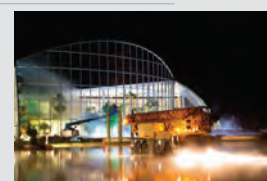
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MEMBER OF



HIGHLIGHTS

■ Euro Auctions has held its first US auction at its new North American headquarters in Newnan, USA. In total 387 lots were auctioned in June and 374 buyers from around the world registered to bid on the day. Overall, 35 % of all the sales were from online buyers in the USA. The next auction at the Atlanta site is planned for 2 October 2013.

■ Bridon International, a manufacturer of steel wire and fibre ropes, has launched a partnership with Kanoo Machinery, a distributor of crane and industrial lifting products in the Middle East. The announcement was made during a conference on 21 May 2013, at the Grand Ball room, Mövenpick hotel Al Khobar in Saudi Arabia. Speeches were made by Bob Jennings, general manager, Kanoo Machinery, and Steve Hodgkins, general manager, Bridon Middle East.

■ Maxilift Australia, a national company distributing Maxilift cranes and Tommy Gate hydraulic lift gates, has formed a partnership with Furukawa Unic. Maxilift Australia will distribute Unic truck mounted hydraulic cranes and Unic mini crawler cranes. Maxilift will launch its Unic campaign at the CICA Conference in Hobart in September 2013.

MORE SPEAKERS FOR ITC 2013

Additional speakers have been signed up for November's International Tower Cranes 2013 conference. The event is dedicated entirely to tower crane users, manufacturers, designers, specifiers and buyers.

Speakers at ITC 2013 will include Dr Oliver Fries, vice president global R&D, innovation and technology at wire rope specialist WireCo Group Europe; Duncan Salt, director and general manager at HTC Plant in the United Kingdom; Peter Juhren, national service manager at Morrow Equipment in the USA and Peter Schiefer, Wolffkran CEO and managing director.

The 5 November event, in Berlin Germany, is the third time ITC has been held. The conference, organised by KHL Group for industry leaders and senior managers, will focus on best practice worldwide, safety and the development of common international standards, regulations and work practices. ITC 2012 was attended by 139 delegates from 23 countries and 70 companies were represented.

Manitowoc crane sales up 7.6% in Q2

Sales in Manitowoc's crane division increased 7.6 % in the second quarter of 2013. Net sales were US\$ 656.9 million, up from \$610.7 million in the second quarter of 2012. Manitowoc said the increase was driven primarily by continued growth in the Americas for crawler cranes, large rough terrains, and from strong performance at Crane Care.

Operating earnings were \$65.0 million, up 25 % on the \$52.0 million in the same period of 2012. The operating margin was 9.9 %, up from

8.5 % in the same period a year before.

Glen Tellock, Manitowoc Company chairman and chief executive officer said, "Along with our second-quarter sales growth in the Cranes segment, we generated our highest operating margin since 2008. Looking ahead, we will continue to innovate with a strong pipeline of new products and services. This should enable Manitowoc to drive market share."

Order backlog was \$726 million at the end of June, down by \$50 million from the

first quarter of 2013. Second quarter 2013 orders, at \$604 million, were 6.2 % up on the first quarter of 2013, while slightly lower than the second quarter of 2012.

Looking ahead for the year, Manitowoc forecasts high single digit percentage growth in crane revenue and operating margin. For the Manitowoc Company, including both the cranes and foodservice divisions, sales were reported at \$1.05 billion for the second quarter of 2013, an increase of 5 % on the \$997.2 million for the second quarter of 2012.



The mobile crane carefully worked its way through the sleepy mediaeval town in the early morning

Medieval experience for Hugon's Liebherr

Crane service provider Hugon chose a Liebherr LTC 1045-3.1 compact crane for a job deep inside the city walls of the medieval town of Carcassonne in France.

To reach the job site the crane driver had to manoeuvre through narrow gates, fortress walls and long, narrow streets. The crane was accompanied by three marshals.

"Carcassonne is actually a UNESCO World Heritage Site. Making a mistake like touching the walls was simply unthinkable", Christophe Vergès, a technical staff member at Hugon, explained.

To help navigate through the obstacles of the historical town, precautions, such as removing the storage box on the front, were carried out. One of the greatest challenges included a 25 metre long passage through the outer ring of the fort, the Porte Narbonnaise. The passage consists of four gates, one of which is offset at an angle of

around 45 degrees.

To overcome these obstacles crab, all-wheel steering and independent rear axle steering for a small turning circle, were used. To pass through the smallest gate, which had a clearance height of 3 m, the driver's cab was telescoped forwards. It took approximately 30 minutes to travel 400 m.

At the job site two 1 tonne distributor boxes were lifted onto a flat roof.



FASSI GRU ACQUIRES MARREL

Italian hydraulic truck loader crane manufacturer Fassi Gru has acquired French company Marrel, a manufacturer of hook lifts, tipper scissors and hydraulic cylinders.

The move is a joint partnership with Miltra, Fassi's French distributor. Roger Boutonnet, owner of Miltra, said, "Miltra and Fassi Gru have a solid and longstanding collaboration behind them; our determination in addition to our tested understanding, has prompted us to undertake this important investment."

Fassi intends to offer products from Marrel alongside its articulated cranes. Marrel is based in Andrézieux-Bouthéon, close to Lyon.

A Terex CBR 24 Plus self erecting tower crane helping to restore the Phnom Bakheng, the oldest temple complex of Angkor in Cambodia.

The careful restoration work, which includes the stabilisation, repair, waterproofing and partial reconstruction of the temple, is being organised by WMF and APSARA National Authority.

The Terex CBR 24 Plus lifts two tonnes and can be erected quickly. It is being used to the restore the lower terrace on the northern half of the east elevation. Some emergency stabilisation and protection of the surrounding brick shrine structures has also been carried out.



Sales up 3% at Terex Cranes

Terex Cranes reported 3 % year-on-year growth in revenues to US\$ 521 million for the second quarter of 2013. Operating income, however, dropped to \$23 million, compared to \$50 million in the second quarter of 2012. Terex said while global markets were softer than it had expected it had seen improved orders for large crawler cranes.

The Terex Corporation

overall reported a 5 % year-on-year drop in revenues for the second quarter of 2013 to \$ 1.9 billion after gains in the cranes and aerial work platform divisions were offset by declines elsewhere. Ron DeFeo, Terex Corp chairman and CEO, said the marketplace overall had softened compared to the manufacturer's original expectations for 2013.

Terex Corporation expects

to achieve total revenues of between \$ 7.5 billion and \$ 7.7 billion in 2013, down from its previous estimate of \$ 7.9 billion to \$ 8.3 billion.

Its total forecast operating margin for the year is between 6 % and 7 % compared to its previous outlook of between 7 % and 8 %.

HIGHLIGHT

■ BigLift Shipping's new heavy lift vessel, *Happy Sky*, has begun its first voyage, from Shanghai in China to Cape Lambert, Australia. The 155 metre long vessel is transporting three large modules for a port project in Cape Lambert. The largest of the modules weighs 935 tonnes, while the smallest weighs 777 tonnes. *Happy Sky* was built by Larsen & Toubro in India and features two 900 tonne capacity Huisman heavy lift mast cranes. The cranes have a lifting height of 40.9 m above deck. The voyage is the first of four consecutive shipments.

Kobelco sales up 21%

Kobelco Cranes, part of Kobe Steel, reported sales up 21 % for the first quarter of the fiscal year 2013, largely due to post-earthquake reconstruction in Japan.

According to a statement released by Kobe Steel, unit sales of crawler cranes increased throughout Japan in the first quarter of 2013 compared to the same period last year. Unit crane sales also increased due to the reconstruction demand after the Great East Japan

Earthquake in 2011.

Crane sales in Japan were up compared to last year and they increased in Southeast Asia as a whole. Unit sales in Europe, however, decreased.

Crane segment sales in the first quarter of fiscal 2013 increased 21.2 % year-on-year from JPY 9.5 billion (US \$9.6 million) in the first quarter of 2012 to JPY 11.5 billion yen (\$11.7 million). Forecast sales for the full fiscal year 2013 were estimated at JPY 61.0 billion (\$62.1 million).

First job for 4,000 tonne XCMG crawler

The XCMG model XGC88000 4,000 tonne capacity level crawler crane has performed its first job in Yantai, lifting a propylene tower in Wanhua Industrial Park, China.

The propylene tower weighed 1,680 tonnes and was 118 metres tall and 14.4 m wide. The XGC88000, which has a maximum load moment rating of 88,000 tonne-metres, was configured with an 108 m heavy boom and 33 m fixed jib. A new 1,000 tonne XGW1100 was used alongside the crawler for tailing.

The lift, which was carried out on 5 July 2013, took four hours to complete and was watched by more than 100 project leaders and guests from Sinopec and Xuzhou Construction Machinery Group, the manufacturer said.

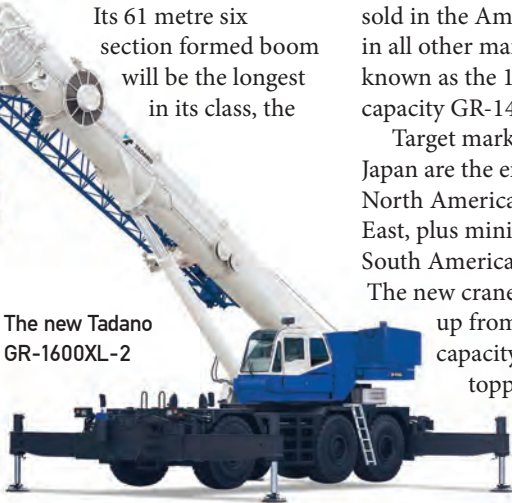
The XGC88000 crawler crane installing the propylene tower in Wanhua Industrial Park, Yantai, China



Largest rough terrain launched by Tadano

Tadano has launched a 3-axle 160 US ton (145 tonne) capacity rough terrain crane for sale worldwide.

Its 61 metre six section formed boom will be the longest in its class, the



The new Tadano GR-1600XL-2

Japanese manufacturer said. Two versions will be available: the 160 US ton (145 tonne) capacity GR-1600XL-2 will be sold in the Americas, while in all other markets it will be known as the 145 metric tonne capacity GR-1450EX-2.

Target markets outside Japan are the energy sector in North America and the Middle East, plus mining sites in South America and Australia.

The new crane is a big step up from the 100 tonne capacity existing range-topping model. It was developed in response to customer

demand for more capacity and a longer boom, Tadano said.

Extra reach is available with a two stage (10.3/18 m) bi-folding lattice jib with hydraulic angle adjustment to give a total boom and jib combination length of 78.3 metres. The jib extends the maximum working radius from 56 m on the main boom to 64.9 m with the jib. A tilting cab helps the operator get a better view for safer operation.

Overall length is 16 m and the carrier is 10 m long. The crane is 3.3 m wide and stands 3.8 m tall. Maximum counterweight is 29 tonnes.

TAIYUAN HEAVY'S 6,400 TONNER



In China Taiyuan Heavy Machinery Group has built and tested a 6,400 tonne capacity super heavy lifting gantry with hydraulic hoisting.

The 6,400 tonne maximum load can be lifted to a height of 120 metres, the manufacturer said. Another feature is that the lifting device, consisting of four interconnected steel lattice towers, can be divided into two 3,200 tonne capacity units.

The super heavy lift gantry was jointly developed by the Shanxi Province-based Taiyuan Heavy Machinery Group with the Sinochem Group and Synfuels Technology. The primary application is in the petrochemical industry to erect 4,000 tonne and larger refinery vessels, which is an emerging trend in China.

IC will provide more details as they become available.

KALMAR FOR STS REFURBISHMENT

Kalmar, part of Cargotec, has been chosen to refurbish and upgrade two 15 year old NDC ship-to-shore (STS) cranes in Hong Kong.

The cranes belong to waste management firm SITA Waste Services Ltd. They will be refurbished by Kalmar's Crane Services team at SITA's West Kowloon transfer station. Work will include the replacement of the electrical control system (PLC and AC Drives), hoisting motors and wire rope drum, a company spokesperson said. The cranes will also require new gantry motors, equaliser beams and bogies along with all cables and festoons.

Sunny Kwong, SITA project engineering manager at West Kowloon Transfer Station, said, "With original spare parts hard to come by and the cranes approaching their 16th year of service, we needed to take action."

The project is expected to cost around €2 million (US\$ 2.7 million). Work will begin in December 2013, a company spokesperson said.

Nooteboom starts deliveries for ALE

International heavy transport and lifting provider ALE, based in the UK, has started taking delivery of an order for 16 Nooteboom trailers.

The order includes 8-axle extendible semi low-loaders and 4-axle Quatro extendible Telesteps. Most of the equipment will be used for the transportation and erection of more than 200 wind turbines in the Eastern Cape and West Coast regions of South Africa.

Jan Yntema, ALE director, South Africa, said, "We can see important long-term opportunities in South Africa for wind energy and, therefore, we made sure to choose the best trailers there are for this application."

"For us this meant Nooteboom trailers because they are widely known to set the trend in innovative solutions for the transport of wind turbines."



ALE with 4-axle Nooteboom Telestep

HIGHLIGHT

■ Cargotec's MacGregor maritime crane division has bought Hatlapa Group, a privately-owned merchant ship and offshore deck equipment provider, for €160 million (US\$ 213 million). Hatlapa, headquartered in Uetersen, Germany, produces multi-deck-handler cranes, winches, steering gear and compressors. The acquisition is subject to regulatory approvals from competition authorities, which are expected to be received during the second half of 2013.

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World record set for Liebherr 3,000 tonner

Liebherr has claimed a new world record after it erected a 3,000 tonne capacity LR 13000 lattice boom crawler crane in its maximum configuration, reaching an overall height of 248 metres.

The record was set at the Liebherr manufacturing plant in Ehingen, Germany, in July 2013.

For the assembly, the crane was configured with a 120 m main boom and a 126 m luffing jib, creating a total lattice boom system height of 246 m. Added to the 2 m elevation of the boom foot in the crawler chassis, the overall height of the crawler reached 248 m. For the world record the LR 13000 was fitted with 400 tonnes of slewing

platform ballast and 1,500 tonnes of derrick ballast on a special foundation, a company spokesperson added.

To assemble the crawler in this configuration the main boom was slowly raised with the assistance of the derrick winch. During this time the luffing jib was angled down and the roller cart was released;

the hook block was then reeved in on a 2-line basis, a company spokesperson said. Once these stages were completed, the boom system, which weighs a total of 700 tonnes, was raised into position.

With the crane in position it lifted a twin-axle LTM 1030-2.1 mobile crane weighing 24 tonnes.

Specialist European logistics company Van der Vlist in the Netherlands has marked the delivery of the 1,000th unit of a fleet of Rosenbauer Panthers for Angloco, a manufacturer of fire fighting, rescue vehicles and equipment. Rosenbauer Panthers are airport crash tenders. The 2-, 3- and 4-axle vehicles are produced in Austria. Van der Vlist collected the Panthers from the Austrian factory and delivered them to airports and military bases in the UK. The transport job also included the delivery of the 1,000th unit. The 3-axle version was delivered to London Stansted airport.



The record was set at the Liebherr manufacturing plant in Ehingen, Germany in July 2013

OBITUARY: KAROLINE GOLDHOFER-PRÜTZEL

Long-serving principal at German transport equipment manufacturer Goldhofer, Karoline Goldhofer-Prützel, died in July at the age of 89.

"The proprietress was an outstanding individual. She was well liked and highly esteemed not only by our employees but also by our customers, suppliers and partners. Over the last sixty years, Karoline Goldhofer-Prützel has defined the spirit of the company, and each one of us is duty-bound to maintain that spirit in the years to come," said Stefan Fuchs, Goldhofer CEO.

Her most important contributions were the decisions to reorganise Goldhofer Fahrzeugwerk GmbH & Co KG as Goldhofer Aktiengesellschaft and to transfer all the shares in the company to the Alois Goldhofer Foundation, of which she was the chairperson.

"With this far-sighted and selfless decision, our principal guaranteed the long-term existence of the company and the employment it provides. She saw that step as her personal way of saying thank-you to the company's loyal employees," said Franz Bilmayer, Goldhofer CFO.

In 2011 the Foundation, which provides financial support for science and research, education, and cultural institutions and charities, founded the Karoline Goldhofer Kolleg to offer continuous education and vocational training for young people. For her great social commitment and entrepreneurial vision, Karoline Goldhofer-Prützel was awarded the German Federal Cross of Merit in 1994.



Karoline Goldhofer-Prützel

Moves at Manitowoc

Raman Joshi has been named head of Manitowoc Cranes' operations in the Greater Asia-Pacific region (which covers much of Asia and Australasia, but excludes China). He takes over as executive vice president of GAP from Gilles Martin, who has left the company to pursue other interests. Joshi will report directly to Eric Etchart, president and general manager of Manitowoc Cranes.

His most recent role, which he will continue to occupy in conjunction with the new EVP position, was as vice president of Manitowoc Cranes India. Joshi will continue to be based

in India, but will also spend time at Manitowoc's regional headquarters in Singapore.

Manitowoc Cranes has also named Ingo Schiller executive vice president of Manitowoc Crane Care. Schiller will take on the new role in addition to his current responsibilities as senior vice president of global marketing and product development, on an interim basis. Schiller will report directly to Eric Etchart.

Schiller takes over from Bob Hund, who was recently promoted to president and general manager of Manitowoc Foodservice.

A large Liebherr crawler crane is shown in the process of lifting a long, white wind turbine blade. The crane is positioned on a flat, open field under a clear blue sky. The blade is suspended by cables and is being hoisted into the air. The crane's lattice boom is extended high, and its counterweight is visible at the base. The scene captures a moment of heavy construction work in a remote, open landscape.

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Chinese impact

Stock markets around the world enjoyed a fairly positive month in July, with the Dow reaching new highs and the FTSE 100 putting on a useful 5.65 % gain between weeks 26 and 30. The previously buoyant Nikkei 225 slipped a marginal 0.12 %, but given it had risen some 60 % in the previous 12 months, this could perhaps be forgiven.

IC's share index moved up just 0.73 % in the week 26 to 30 period, a marginal movement and a symptom of the weakness that has seen the index lose 13.06 % of its value over the last year. The problem, as has been the case for some time, was with China's crane manufacturers, which saw their share prices fall again, in some cases, to new lows.

Zoomlion, for example, had not seen its shares this low since 2006, and the picture was similar for Sany and several other key players in the sector. The week 26 to 30 period saw both companies suffer heavy losses, dropping 7.05 % and 8.68 % respectively, with Liugong not far behind with its 6.46 % slide. These were the heaviest losses on the IC Share Index during July.

Economic recovery

Elsewhere in the Index, crane manufacturers generally saw their stocks rise. The Legacy IC Share Index, which is an older measure of the sector's stock market value, and which excludes China's

manufacturers, was up 7.78 %. This was driven by the general buoyancy of the markets and reflected the continued economic recovery in the USA, among other factors.

Trouble ahead

Clearly the Chinese market continued to drag on share prices in the crane sector over the course of July and the greatest impact was seen on domestic manufacturers. Although the Chinese construction market appears to be growing again after the downturn of 2011 and 2012, there is still a lot of relatively young machinery available from the boom years.

This is hitting new equipment sales, and there is also anecdotal evidence that some manufacturers are still producing too many machines, which are being pushed out into the market on loose credit terms. This could mean more trouble is being stored up in a sector that is already suffering from weak sales and low morale.

It is difficult to say to what extent these dangerous commercial practices are going on – if they are going on at all. However, it is a worry for the sector, and could ultimately lead to bankruptcies among manufacturers and / or distributors. ■

The stock markets resumed their climb in July, but it was all the IC share index could do to stand still, thanks to weakness in China. CHRIS SLEIGHT reports

JULY IC SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	CHANGE	% CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
IC Share Index*		54.24	54.63	0.39	0.73	62.84	-13.06
Legacy IC Share Index**		309.15	333.20	24.05	7.78	237.64	40.22
Dow Jones Industrial Average		15024	15559	534.34	3.56	13075.66	18.99
FTSE 100		6243	6596	352.60	5.65	5655.78	16.62
Nikkei 225		13677	13661	-16.19	-0.12	8635.44	58.20
Hitachi Construction Machinery	YEN	2038	2037	-1	-0.05	1402	45.29
Konecranes	€	22.67	22.95	0.28	1.24	20.59	11.46
Kobe Steel	YEN	122	145	23	18.85	73	98.63
Liugong	CNY	6.50	6.08	-0.42	-6.46	11.36	-46.48
Manitowoc	US\$	17.99	19.11	1.12	6.23	12.08	58.20
Palfinger	€	21.75	23.70	1.95	8.97	16.06	47.57
Sany Heavy Industry	CNY	7.49	6.84	-0.65	-8.68	11.97	-42.86
Tadano	YEN	1277	1383	106	8.30	549	151.91
Terex	US\$	26.93	28.49	1.56	5.79	19.15	48.77
XCMG	CNY	7.79	7.35	-0.44	-5.65	12.54	-41.39
Yongmao Holding	SGD	0.11	0.17	0.06	50.00	0.10	60.19
Zoomlion	CNY	5.39	5.01	-0.38	-7.05	9.59	-47.76

*IC Share Index, 1 Jan 2011 = 100

**Legacy 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
CNY	6.169935	6.1346	-0.0353	-0.57	6.38069	-3.86
€	0.6550	0.6501	-0.0049	-0.75	0.6257	3.91
Yen	98.76	97.97	-0.78	-0.79	78.18	25.32
UK£	0.7654	0.7537	-0.0117	-1.53	0.8119	-7.17

Period: Week 26 – 30

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With a gross vehicle weight of 230 tonnes, this 147 tonne gas turbine was the heaviest load ever to cross the Runcorn Bridge in the UK

Forward planning

Despite the negative trend overall in the global economy over the past few years, the specialized transport industry is experiencing growth and positive signs for further improvement. *IC* reports

This year's 2013 Transport 50 ranking of the world's largest specialized transport companies indicates that the transport industry is going through a positive time, with worldwide fleets increasing and investments taking effect.

Mammoet, which was top of last year's table, has increased its fleet carrying capacity by 10 % from 149,208 in 2012 to 165,680 tonnes. As a result, it remains the world's largest specialized transport company. Close behind, however, is ALE, based in the UK, which has also increased its fleet of transport equipment and gained significant ground over the

past 12 months, moving up from third to second place. The total carrying capacity of 123,708 tonnes follows a large investment in Nootboom trailers.

ALE's gain has pushed Landstar Transportation Logistics from the USA into third place, with Fagioli following closely behind in fourth. After moving down one place in 2012, despite investing in a number of modular trailers, Sarens has gained ground over the past 12 months, moving up two places to five. This position was helped by a slight decrease in the 2013 ranking of Challenger Motor Freight, a new entry in 2012, and ATS Specialized from the USA: both companies moved down one place in the 2013 ranking. Lone Star, Barnhart and Bigge Crane and Rigging, all headquartered in the USA, remain in the top 10 of specialized transport companies. These results suggest a steady and stable market in the USA and parts of Europe.

Other companies signifying steady progress include Big Move in Europe, which moved up five places from 19 to 14. Entrec from Canada has moved up this year's listing to 16 from 38, almost doubling its total carrying capacity from 9,225 tonnes >

Transport company Holleman transporting three transformers for Energo Pro Bulgaria from Port Ruse East to substations in South Varna, East Varna and Veliko Tarnovo in Bulgaria. The largest transformer weighed 84 tonnes



in 2012 to 16,724 tonnes in 2013. Edwards Moving & Rigging in the USA also moved up the list, from 26 to 18 after increasing its fleet capacity by 18 % from 12,298 tonnes to 14,578 tonnes.

Despite a number of positive changes in the table, a few companies have reduced their fleets over the past 12 months. From Australia, Tutt Bryant Group has moved down four places from 15 to 19, with its

Jassim Transport & Stevedoring Company (JTC), Kuwait, transporting emergency power supplies on Scheuerle InterCombi trailers to a power plant in Kuwait

total capacity decreasing by 15 %. Other changes to the table include Irga Lupercio Torres from Brazil, which has dropped from 16 to 23, and Miller Transfer & Rigging in the USA, which has fallen 10



Rank 2013	Rank 2012	Company	Transport 50 Index 2013	Total capacity in tonnes Modular trailers and dollies	Specialized trailers	Tractor units	Country of HQ
1	1	Mammoet	165,680	150,780	14,900	418	Netherlands
2	3	ALE	123,708	117,138	6,570	96	United Kingdom
3	2	Landstar Transportation Logistics	98,806	0	98,806	8,560	USA
4	4	Fagioli	93,426	82,326	11,100	122	Italy
5	7	Sarens	74,956	65,724	9,232	216	Belgium
6	5	Challenger Motor Freight	72,785	0	72,785	1,500	Canada
7	6	ATS Specialized	58,514	0	58,514	947	USA
8	8	Lone Star Transportation	46,212	0	46,212	603	USA
9	9	Barnhart	39,978	16,664	20,314	202	USA
10	10	Bigge Crane and Rigging	34,998	23,033	11,965	58	USA
11	11	Al Jaber Heavy Lift & Transport	34,476	34,476	0	0	Abu Dhabi, UAE
12	12	Emmert International	24,879	16,315	8,564	82	USA
13	13	Keen Transport	20,144	0	20,144	375	USA
14	19	Big Move	18,212	3,372	14,840	247	Europe
15	14	Bellemare Group	17,146	5,171	11,975	145	Canada
16	38	Entrec	16,724	9,747	6,977	209	Canada
17	17	Nippon Express	14,781	12,824	1,957	22	Japan
18	26	Edwards Moving & Rigging	14,578	9,301	5,277	20	USA
19	15	Tutt Bryant Group	14,332	12,574	1,758	28	Australia
20	21	Hodges Trucking	14,000	0	14,000	165	USA
21	25	Transportes Montejo	13,829	9,420	4,409	108	Colombia
22	16	Irga Lupercio Torres	13,642	7,264	6,378	115	Brazil
23	22	Globe Eco Logistics	13,328	1,288	12,040	35	India
24	23	Sankyu	13,036	12,166	870	136	Japan
25	33	Deep South Crane & Rigging	12,695	8,583	4,112	55	USA
26	24	Locar Guindastes e Transportes Intermodais	12,689	8,640	4,049	48	Brazil
27	18	Miller Transfer & Rigging	12,313	0	12,313	153	USA
28	34	Tradelossa	11,575	6,776	4,799	116	Mexico
29	27	Lift and Shift India	10,976	10,976	0	10	India
30	40	NCSG Crane and Heavy Haul	10,827	6,530	4,297	68	Canada
31	31	Lampson International	10,598	8,806	1,792	60	USA
32	28	Vietranstimex	10,487	9,368	1,101	43	Vietnam
33	36	Burkhalter Rigging	10,303	6,810	3,493	68	USA
34	32	Wagenborg Nedlift	10,285	5,460	4,825	73	Netherlands
35	43	Megatranz Transportes	10,136	10,136	0	26	Brazil
36	66	Energy Transportation	9,933	1,905	8,028	80	USA
37	29	Sammons Trucking	9,792	0	9,792	350	USA
38	35	Superpesa Transporte Especiais e Intermodais	9,736	8,159	1,577	32	Brazil
39	30	J Supor & Son Trucking & Rigging	9,690	4,224	5,466	55	USA
40	37	Transportadora Cruz de Malta	9,355	3,572	5,783	128	Brazil
41	42	Mullen Transport	9,004	0	9,004	206	Canada
42	20	Havator	8,900	6,900	2,000	30	Finland
43	39	J.F. Lomma	8,624	796	7,828	111	USA
44	44	Allelys Heavy Haulage	8,005	3,990	4,015	37	United Kingdom
45	56	Contractors Cargo	7,984	3,300	4,684	50	USA
46	45	Stiglich Transportes	7,748	4,032	3,716	99	Peru
47	47	Nabros Transport	7,520	5,000	2,520	20	India
48	49	Collett & Sons (Transport)	7,518	3,848	3,670	50	United Kingdom
49	46	Heavy Transport	7,438	3,810	3,628	90	USA
50	48	Rotran Multi-Axle	6,895	6,895	0	51	South Africa



places from 18 to 28. After reducing its fleet of over the road trailers, Havator has also moved down a number of places in this year's list; however, it still remains in the top 50 with a total carrying capacity of 8,900 tonnes.

New beginnings

New entries to the 2013 list include TJ Potter Trucking and Crane Rental

Corporation, both from the USA, enter the list at 70 and 72, respectively. These additions and the amount of fleet investment noted, suggests a healthy and stable market for transport companies, especially in North America.

Outside the top 50, Trans-United, also from the USA, had a successful year. The transport company added four depots, bringing its total up to 28, acquired a

Depots	Area of operation	Employees	Senior contact	Web address
80	Worldwide	4,800	Jan Kleijn, CEO	www.mammoet.com
33	Worldwide	900	Roger Harries, CEO	www.ale-heavylift.com
2	International	1,000	Jay Folladori, vice president heavy specialized	www.landstar.com
10	Worldwide	650	Fabio Belli, CEO	www.fagioli.com
101	Worldwide	3,826	Hendrik Sarens, director heavy lift	www.sarens.com
5	International	2,200	David Feinwechter, general manager	www.challenger.com
38	National	1,005	Gary Stang, vice president	www.atsinc.com
16	International	461	David Ferebee, vice president marketing	www.lstinc.com
20	National	900	Alan Barnhart, CEO	www.barnhartcrane.com
10	International	350	Joseph Nelms, vice president	www.bigge.com
8	Worldwide	786	George Koshy, corporate marketing	www.ajhl.com
3	International	125	Terry Emmert, president	www.emmertintl.com
15	International	600	William Keen, president	www.keentransport.com
11	Europe	600	Horst Wallek, chairman	www.bigmove.net
5	International	500	Jean-Luc Bellemare, president	www.transportbellemare.com
11	International	500	John Stevens, COO	www.entrectransport.com
18	Worldwide	700	Masatoshi Nakano, executive officer	www.nipponexpress.com
4	National	65	Mark Edwards, president	www.edwardsmoving.com
8	National	600	Robert West, general manager	www.tuttbryantcranehire.com.au
8	Regional	250	Justin Hodges	www.hodgestruckingcompany.com
9	The Americas	708	Fernando Montejo, general manager	www.transportesmontejo.com
3	South America	350	Lupercio Torres Neto, president	www.irga.com.br
48	India	250	n/a	www.globeecologistics.in
10	Asia, South America, Middle East	300	Masaharu Miyazono, general manager	www.sankyu.co.jp
4	North & South America	415	Mitch Landry, president	www.deepsouthcrane.com
11	Brazil	2,500	Julio Simoes, CEO	www.locar.com.br
18	International	80	James Unger, president	www.millertransfer.com
6	Mexico and Central America	230	Rafael de los Santos, int business manager	www.tradelossa.com
4	India, Middle East, South East Asia, SAARC	150	Sameer Parikh/Romil Parikh, directors	www.liftandshift.co.in
13	Western Canada and Western USA	520	Ted Redmond, CEO	www.ncsg.com
10	Worldwide	308	William Lampson, president	www.lampsoncrane.com
5	Regional	443	Vinh Vu Quang, vice manager	www.vietranstimex.com.vn
5	International	125	Delynn Burkhalter, president and CEO	www.burkhalter.net
12	Europe and Middel East	450	Ton Klijn, managing director	www.wagenborg.com
5	South America	148	Renato Zuppardo, director	www.megatranz.com
3	International	135	Dan McGlade, president	www.energytran.com
4	National	70	Tim Burke, president	www.sammonstrucking.com
2	Brazil	500	Louis Veraart, superintendent	www.superpesa.com.br
1	International	140	Joseph Supor, president	www.jsupor.com
1	Brazil, Argentina, Chile, Uruguay	400	João Miguel Redondo, commercial manager	www.cruzdemalta.com.br
1	International	220	Wayne Sellers, vice president	www.mullentrucking.com
40	Northern Europe, Baltic, Russia	600	Jussi Yli-Niemi, CEO	www.havator.com
4	National	240	James Lomma,	www.jflommainc.com
2	UK, Ireland and Europe	120	David Allely, director	www.allellys.co.uk
2	USA, Canada, Mexico	132	Gerald Wheeler, president	www.contractorscargo.com
2	Peru, Chile	200	Roberto Stiglich, president	www.stiglich.com.pe
7	National	250	Nilesh Patel, chairman	www.nabrotransport.com
3	Worldwide	110	David Collett, managing director	www.collett.co.uk
3	National	200	Bob Weyers, general manager	www.braggcrane.com
1	Southern Africa	120	Dennis Child, general manager	www.rotran.co.za

OUTSIDE THE TOP 50

51	Precision Heavy Haul	6,632
52	Berard Transportation	6,619
53	JH Parabia (Transport)	6,102
54	Southwest Industrial Rigging	6,026
55	SW Trans	5,989
56	McTyre Trucking	5,982
57	GCS Johnson	5,936
58	Erickson's	5,914
59	Crescent Syndicate	5,685
60	Anatolia Logistics	5,458
61	DST (Dawes Specialized Transport)	5,175
62	Trans-United	5,098
63	Friderici Special	4,494
64	Transportes Noroccidental	4,307
65	White Brothers Trucking	4,191
66	Midwest Specialized Transportation	4,120
67	Prangl	3,996
68	Ainscough Crane Hire	3,830
69	P Adams	3,774
70	T.J. Potter Trucking	3,622
71	Superior Transportation	3,311
72	Crane Rental Corporation	3,306
73	Vic's Crane & Heavy Haul	2,919
74	Freight Wings	2,913
75	Kübler Spedition	2,554
76	TTS International	2,360
77	Integrated Wind Energy Services	2,268
78	Perkins Specialized Transportation	2,018

further 13 tractor units and increased its total carrying capacity by 36 % from 3,745 to 5,098 tonnes.

In total 88 companies were listed in the 2013 *International Cranes and Specialized Transport* magazines Transport 50.

While we make great effort to ensure the accuracy of information provided, it cannot be guaranteed and IC accepts no liability for inaccuracies or omissions.

THE TRANSPORT 50

The Transport 50 index is calculated using the total carrying capacity of all specialized transport equipment in a company's fleet.

There is only space in the magazine to fully list the top 50 companies. Full information on all companies entered, plus other tables and statistics related to the Transport 50, will be available at www.khl.com at a later date.

We are always interested to hear from companies that have not yet entered the Transport 50. If your company is one of them, please let us know and look out for the 2014 Transport 50 entry forms and calls for entries on the KHL web site during the second quarter of that year.



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Challenges during the two projects included small set up spaces, narrow roads, steep terrain and strict guidelines from a habitat conservation plan

Specialist US lifting contractor Buckner used a 600 tonne capacity narrow track Terex crawler to erect wind turbines in challenging conditions on a pair of Hawaiian wind farms. *IC* reports

Hawaii in the wind

Clean energy must be the source of 70 % of Hawaii's electricity by 2030 and, according to State law, 40 % of this has to be produced locally from renewable sources.

To help meet these targets, Buckner Companies of Graham, North Carolina, USA installed wind turbines at two farms in Oahu and Maui, Hawaii, using a 600 tonne capacity Terex CC 2800-1 NT

(narrow track) lattice boom crawler crane.

The two wind farms are the Kawaiiloa Wind project on Oahu's North Shore and the Kaheawa Wind II project in Maui. At the Kawaiiloa Wind project 30 turbines have been erected, with a capacity of 69 MW, while at the second site, the Kaheawa Wind II project, 14 turbines have been added to an existing wind farm. The additional turbines in Maui have increased

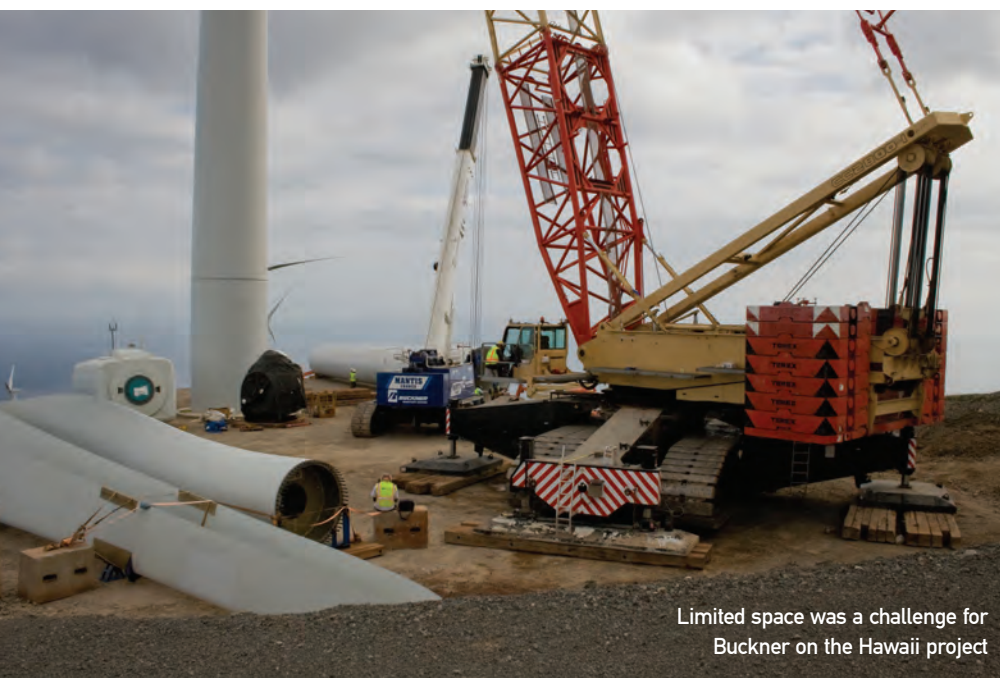
the energy output to 51 MW, which is enough to power 18,700 homes.

Project owner of the two sites is First Wind of Boston, Massachusetts, USA. The work was carried out by Buckner for renewable energy service provider RMT, based in Wisconsin, USA.

Challenges during the projects included small set up spaces, narrow roads, steep terrain and strict installation guidelines due to a habitat conservation plan to protect the surrounding environment. "Because of the challenging site conditions [in Oahu], we had to assemble and disassemble the crane three times," explains Jay Lusso, technical services representative for Hayden Murphy Equipment Company, a Terex Cranes distributor who was on site to assist with rigging and derigging the crane.

"The total disassembly and reassembly process took two to three days," adds Kevin Long, Buckner heavy lift project manager. "If we had needed the superlift derrick, this would have added another full day to the process."

Problems such as the narrow access routes were overcome thanks to the small foot print and narrow (5.3 metre) track width of the CC 2800-1 NT. Crawlers in the 600 tonne capacity class measure up to 9.9 m wide to the tracks' outside edges. Buckner considered using a 400



Limited space was a challenge for Buckner on the Hawaii project

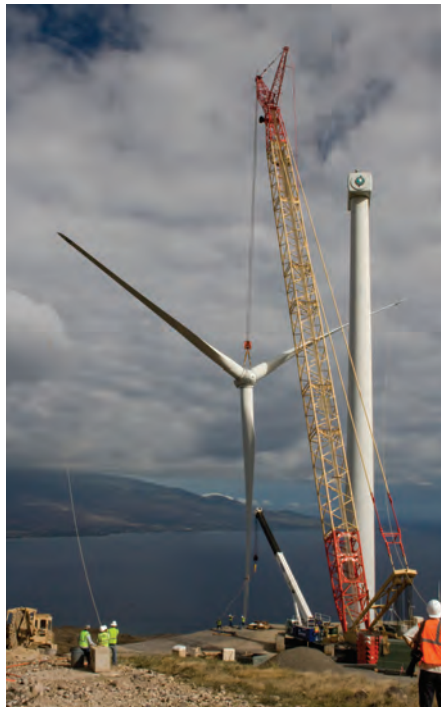


tonner on the Maui project to navigate the tight roads. In the end, however, “we wanted the higher capacity crane to deal with wind challenges, and we had the narrow track crane on the island,” Long says. Other challenges included increasing wind speeds, which, on several occasions, reached 17 mph (27 km/h). “We faced consistently high wind speeds on the project, and the CC 2800-1 NT efficiently and effectively handled the wind,” Long says. “Having the higher capacity crane gave us more working days on the project.”

If the narrow roads weren’t challenging enough, the steep grades of the mountainous terrain added to the project’s difficulties. “We were travelling unusually high grades of upto 17.5 %,” explains Long.

At the Kawaihoa Wind project in Oahu, the crawler was used to build 30 additional 2.3 MW turbines. To complete the task, the crawler was configured with full counterweight, 102 m of main boom and a 12 m fixed jib offering a 10 degree offset, a company spokesperson said. The lifts required the crawler’s maximum capacity in that configuration of 95.2 tonnes.

For the construction of the 1.5 MW turbines in Maui, the crawler was configured with 84 m of main boom and a 12 m fixed jib. The crane’s upper structure was fitted with 180 tonnes of counterweight.



Buckner lifting a turbine rotor in Hawaii with the Terex CC 2800-1 NT narrow track crawler crane

Now completed, the two new wind farms in Oahu and Maui generate enough energy to power more than 40,000 commercial businesses and domestic homes. Buckner plans to keep the crawler on Oahu for five years to carry out maintenance work.



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CEEC to transport 151,000 tonnes

China Energy Engineering Group (CEEC) has been contracted to transport 151,000 tonnes of cargo during the construction of the Hong Kong-Zhuhai-Macao Bridge project in China.

Self propelled modular transporter (SPMT) from Tianjie Heavy Industries will be used to move components such as steel box beams and steel pylon structures. The Hong Kong-Zhuhai-Macao Bridge will connect Hong Kong on the east bank of the Pearl River Delta to Zhuhai and Macao on the west bank. The bridge and tunnel will be 50 km long.

The first 24 axle lines of SPMT used at the project, which is underway, were supplied by Tianjie Heavy Industries for the transportation of the steel box beams. The transportation



system of SPMTs included two components: the platform vehicle (4 axle line modules and 6 axle line modules) and the power pack units (PPU).

The SPMT has a load capacity of 40 tonnes per axle line and an electro-hydraulic multi-mode steering system. In addition, it has a steering angle of -100 to 130 degrees

and can be operated via a wireless remote control, the manufacturer said. Another 96

lines of SPMT (type TJ-S2.43) will be delivered to the project in the second half of 2013, a Tianjie company spokesperson added.

The Hong Kong-Zhuhai-Macao Bridge project forms part of the China highway network plan in the Pearl River Delta area and will be built jointly by the three regional governments. The total capital investment in the project will be CNY 79.20 billion (US \$1.3 billion). The Mainland, Hong Kong Special Administrative Region (SAR) and Macao SAR will contribute.

BROSHUIS RECEIVES BEST MANAGED COMPANY 2013 AWARD

Netherlands-based Broshuis, a manufacturer of specialized trailers, has been named as the best managed mid to large company of the Netherlands 2013.

The award is part of the Best Managed Companies initiative that is organised by Deloitte with partners ING, VNO-NCW and TiasNimbas Business School. Broshuis was praised for stable and good results in a difficult market segment.

Pieter-Bas, Broshuis CEO, said, "We are very pleased to receive this award and see this as reaping the rewards for the work we have done. Our whole company, our suppliers and customers, have put their focus on quality and innovation, so it is great that this is rewarded in such a way".

Every year Deloitte aims to find the best managed mid-large companies of the Netherlands. To judge these, Deloitte evaluates strategy, management and financial results of the participants.

Iconic Blackpool trams



A Mercedes Benz Titan 44 transports the tram along the M62

German transport company, Universal Transport, moved a fleet of 16 tram carriages from Bautzen in Germany to Blackpool, UK.

The trams formed part of a major refurbishment of the Blackpool line, which covers 11 miles from Starr Gate on the Fylde coast to Fleetwood. The 16 new Bombardier Flexity 2 trams were built in Vienna, Austria and in Germany.

The modern fleet of low floor trams can carry 74 seated



Unloading the trams at the depot

and 148 standing passengers. Each tram car is made up of five sections, giving an overall length of 32.23 metres, and each weighs 40 tonnes. Alongside the new cars, all 11 of the traditional Balloon carriages, built in the 1930s, have been refurbished and will operate alongside the new

Flexity 2 trams.

For the road journey the trams arrived in Hull on the UK's north east coast and were loaded onto specialized semi-low bed trailers from Faymonville.

Once loaded onto the trailers the trams were hauled along several UK motorways by Mercedes Benz Titan 44 tractor units to their destination.

Abnormal load escort services and the Lancashire Police accompanied the unusual cargo from the end of the M55 motorway to the new Starr Gate tram depot in Blackpool. Challenges along the way included navigating major

The new trams in operation along Blackpool seafront

junctions, pavements and public roads, most of which were cleared by the transport combinations travelling on the wrong side of the road.

On arrival at the depot the trams were then offloaded using a combination of ramps and winches. The process from the trams arriving at the depot to unloading them took less than an hour.



CRANE PARTS
TRANSPORTED

Heavy transport company V. Alexander in Germany transported 2,500 freight tonnes of dismantled cranes from Xiamen in China to Bogouchany in Siberia, Russia.

The pieces of crane, which measured up to 33 metres long, were transported along 4,500 km of road to the China-Russia border. Challenges along the route included snow, ice and difficult road terrain. In total, 45 trucks were used to transport the pieces.

Moving house with Holzbau Greif

Transport company Holzbau Greif in Germany transported three pavilions from the Martin Luther School on Savignystr in Marburg to the University campus on Wilhelm-Röpke-Straße, Germany. The pavilions, which needed to be moved in preparation for the reconstruction of Marburg's town hall, Erwin Piscator-House, were moved in one

piece on trailers hauled by heavy MAN transport trucks.

The main contractor for the move was Holzbau Greif. Sub contractors were Kahl from Moers and company Klaus Neusel from Lahntal.

To transport the pavilions along the 4 km route, Kahl used a coupled Goldhofer THP / MT trailer combination consisting of three front axle lines, two rear axle lines



The pavilions are moved through the streets Marburg in Germany

and a 4.50 metre-high bed. Complete with cargo, the transport was 24.50 m long, 7.15 m wide and was 8.10 m high.

Challenges along the route to the university campus included overhead lights, trees and a narrow road 7.5 m wide. It took 3.5 hours to complete the 4 km journey.

Steder dispatches challenging African road conditions

Earlier in 2013, Steder Group FZCO Djibouti helped transport and deliver three large pieces of tunnel boring machine (TBM) from Djibouti to the Ethiopian Inlands Hydro Power Plant, which is under development.

The heaviest piece of cargo weighed 110 tonnes and measured 5.6 metres long, 5.4 m wide and 2.2 m high. The two TBM Gripper pieces of cargo weighed 78 tonnes each, and were 7.3 m long, 4.3 m wide and 3 m high.

Steder Group transported the cargo on specialized trailers from the Port of

Djibouti to the Genale Dawe Hydro Power project site southeast of Addis Ababa, Ethiopia's capital.

The 1,500 km route to the project site mainly passed through Ethiopian countryside. Although the sites were stunning, the road conditions were poor, causing several delays. On some occasions the conditions meant that only 25 km a day could be covered, while on others bulldozers had to be used to prepare roads for the loads to travel on. It took 14 days for the cargo to be delivered to site.



Poor road conditions caused several delays during the 14 day expedition in Ethiopia

RTH-LUBBERS' FIRST SL TRAILER



The Broshuis 8 axle SL trailer

RTH-Lubbers from Cramlington in the UK has taken delivery of its first Broshuis 8 axle SL trailer.

The trailer, which has a removable 100 tonne low loader deck, is the first design with a split behind the third axle. This feature enables an extendible low loader deck to be fitted for high loads, a company spokesperson said. It also has independent hydraulic suspension, a low ride height of 850 mm and a maximum steering angle of 57 degrees. When in operation the platform length can extend to lengths in excess of 26 metres.

RTH operate in the oil and gas sector, transporting loads throughout Europe.

The trailer will be added to the RTH-Lubbers fleet.



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Friderici transports 248 tonne transformer through France

French transport company Friderici, transported a 248 tonne transformer across its home country.

To transport the heavy cargo, Friderici used a MDED modular platform trailer from French specialized trailer manufacturer Nicolas. The 8 x 4 x 4 metre transformer was moved along 220 km of road from Corbeil Essones



Negotiating a roundabout shortly after leaving Ury

to the nuclear power plant in Belleville sur Loire on MDED platform trailers with 10 and 12-axle lines, each including one side girder deck. The trailers have a 34 tonne axle load, a steering angle of up to 55 degrees and a 650 mm maximum axle compensation.

During the journey, the transporter crossed the A6 Paris-Lyon motorway in Ury and navigated a challenging rail track crossing in Briare, said a company spokesperson.

Challenges along the route included difficult road surfaces, tight cornering angles and a number of obstacles, including ground clearances from 0.05 to 1.20 metres.

Insufficient load-bearing capacity on a bridge proved to be another challenge. To overcome it the bypass had to be specially fitted with aluminium and steel plates to reach the required bearing capacity, a company

BULGARIAN BOILERS

Heavy transport company, Holleman Bulgaria has transported a large boiler weighing 33 tonnes and furnace weighing 35 tonnes from Denmark to Katunitsa village in Bulgaria.

The boiler, which measured 7.8 x 3.8 x 3.9 metres, began its journey in Odense, Denmark, while the furnace, which measured 9 x 3.3 x 4.2 m, started its journey in the town of Aarhus, Denmark.

Both pieces were delivered by road to the German Port of Regensburg, before being reloaded onto a river vessel and delivered to Port Ruse, Bulgaria. On arrival at Port Ruse, the two pieces of cargo were delivered separately by vessel to Katunitsa.

Holleman Bulgaria is a member of the Worldwide Project Consortium.



On route to Katunitsa village, Bulgaria

EMERGENCY CALL-OUT FOR JTC

Jassim Transport & Stevedoring Company (JTC) in Kuwait transported emergency power supplies to avert a power shortage at a power plant in Kuwait.

The cargo, which consisted of turbines and power plant equipment, was flown into Kuwait City airport on 14 aircraft. Once unloaded the cargo was moved onto Scheuerle InterCombi trailers so it could be transported to the power plant. Up to 12-axle lines, including gooseneck, were used to transport the cargo. The trailer has a 36 tonne axle load, a steering angle of 60 degrees and a maximum axle compensation of +/- 325 mm.

The heaviest item transported to the plant weighed 110 tonnes. Challenges along the route included difficult terrain and hot weather.



Under pressure and facing the toughest of conditions: the Scheuerle InterCombi during the emergency call out operation in Kuwait

spokesperson added.

In total the transport weighed 451 tonnes, measured 65.5 m long, 5 m wide and 4.6 m high.

BPL in 6,930 cubic metre box marathon to Turkey

Bati Project Logistics (BPL), part of Bati Group, transported a total of 152 boxes, tanks and air separation plant components, measuring 6,930 cubic metres, from Yokohama in Japan and Mundra in India to Ereğli, Turkey. The boxes, which were up to 30 metres long, 8 m wide and 8 m high, each weighed up to 152 tonnes.

For the journey, the cargo was loaded onto barges with the help of a chartered floating

crane on an ocean vessel, before being loaded onto the vessel directly from the barges.

The cargo was first transported from Yokohama to Mundra Port by a heavy lift vessel.



After this it was sailed from Mundra to Ereğli. On arrival at the port the boxes were unloaded onto 20+1/2 axle hydraulic trailers before being transported to the Ereğli/Enenco jobsite.

Challenges during the journey included loading, discharging and positioning of the parts, a company spokesperson said.

One of the 152 boxes being loaded onto the barge

An impressive number of new specialized trailers have entered the transport industry this year. *IC* takes a look at some new models

New on the road

The market for specialized transport trailers and equipment across Europe, North America and even Latin America has remained stable over the past 12 months and a healthy flow of new transport equipment and fleet expansion has spread across the industry.

In July specialized transport company Van der Vlist, for example, added a new 2-axle + 3-axle trailer and a new 4-axle + 3-axle trailer to its fleet. The fleet ranges from semi low trailers and euro low loaders, to special vessel bridges from the modular fleet.

"The new trailers are lighter and more compact, with a maximum length of 16.5 metres. This helps reduce permit costs and helps increase the load factor," Joe Burton, group marketing co-ordinator at Van der Vlist UK, said.

Over the last year Van der Vlist has been transporting a high volume of cable reels and drums from the UK to other parts of Europe. Tasks like this, however,

can prove difficult due to variations in regulations. To help overcome these potential problems, all new equipment added to Van der Vlist's fleet meets the highest euro regulations class, the company says.

Creating combinations

With road regulations in mind, manufacturer of specialized trailers Goldhofer has introduced a new extendable semi-trailer. "The trailer is available as a 6- and 9-axle semi-trailer and meets most of the North American road regulations," Stefan Kohler, Goldhofer area sales manager for heavy duty modules, explained. "This is achieved with a low deadweight, low loading height, all axle steering and axle spacing."

The 6-axle Goldhofer semi-trailer has a payload of 59 tonnes and a single extendable trailer length of up to 26 m. Alternatively, the 9-axle version has a 73 tonne payload and a double extendable trailer with lengths up to 30 m long.

New to the industry this year is an emissions-free battery-electric hydrostatically driven ESPT-H self propelled transporter from Nicolas Industrie, part of the TII Group. The 8 m long transporter has a 20 tonne payload, a dead weight of 9.5 tonnes and can be operated without a direct power supply for up to eight hours, the manufacturer

said. Each axle line can carry a maximum of 14.7 tonnes and the vehicle can be controlled using remote control. It is capable of working in temperatures between -10 and +40 degrees Celsius, a company spokesperson adds.

From specialized transport manufacturer Doll is the 8-axle modular semi-trailer from the Panther series. It can be combined with different vehicle components, including a low bed with a bed length of 8 m.

"By removing the 3-axle dolly, the vehicle can also be used as a 5-axle extendable semi-trailer with a payload of about 65 tonnes," Patrick Spitznagel, head of business unit Doll heavy haulage, added. "In addition, if a 6-axle semi-trailer is needed, a further axle can be placed in front of the fifth axle. In combination with the dolly even a 9-axle vehicle (3+6 axles) is possible."

The modular semi-trailer has independent wheel suspension, a low deadweight and a loading height of 850 to 900 mm.

First sight

New to the industry from Talbert Manufacturing, a manufacturer of heavy-



The new Nootboom OSDS 48-03 semi-low loader trailer in Van der Vlist's fleet has lower vehicle weight for lower fuel consumption and more loading possibilities than earlier designs

Van der Vlist's new Nootboom Euro GVW-03



SPECIALIZED TRANSPORT

Berard from the US transports a load with a Goldhofer semi-trailer type STZ-H 6 A



The new 6-axle trailer from Talbert Manufacturing in the USA



The Max 300 trailer from Faymonville

haul and specialized trailers in the USA, is a 6-axle steerable dolly. "The trailer has additional steering control and extra capacity to handle self-supporting super loads," a company spokesperson said. The 60 US ton (54 tonne) dolly is suitable for transporting heavy, low-riding materials, such as bridge beams or wind turbine tower sections. Originally designed for use with Talbert's double Schnabel, it can now be used independently. Safety features include a width of 3 m and individually mounted axles for increased stability.

"A mechanical self-steering system allows the rear axles to turn progressively

up to 30 degrees on the sixth axle," explains a company spokesperson. "This allows the rear dolly to manoeuvre around a common centre point." In addition, the bunk height can be raised from 40 inches to 50 inches (1 m to 1.2 m) to clear obstacles such as electrical lines, traffic signs and speed bumps.

Max Trailers, part of manufacturer Faymonville, has also launched a new trailer this year, the Max 300. The 3-axle Max 300 step frame trailer is designed for the transport of smaller and medium sized plant machinery, the company said. Other trailers from Max Trailers include >

This Rogers trailer has tapered main beams for maximum loading stability



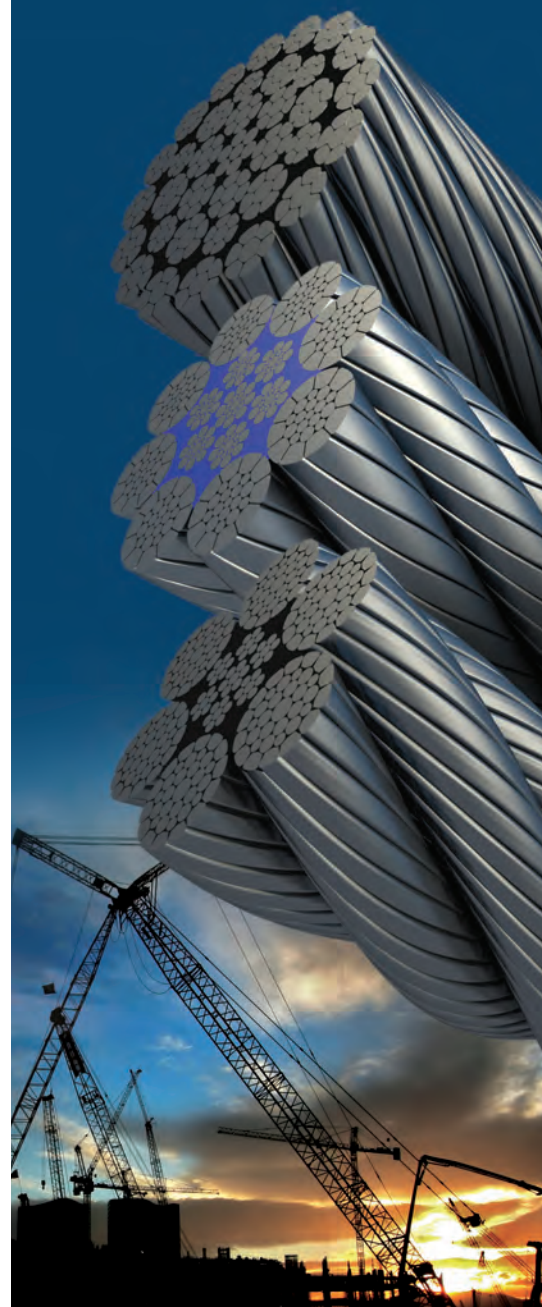
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SPECIALIZED TRANSPORT

The ESPT-H (electric self propelled transporter with hydrostatic drive) by Nicolas

the Max 100, a 3 or 4 axle extendable step frame trailer, and the Max 200, a 3-axle extendable and non extendable flat deck trailer.

From trailer manufacturer Rogers is a new 27.5 metre long unit. The trailer has a 54.4 tonne capacity and is suitable for haul heavy loads, for example, transformers, rough terrain cranes or excavators. It has three air-ride axles, 16 m axle spacing and two detachable axles. Additional features include a detachable rear frame, a self-lifting gooseneck and a self-aligning beam hook connection. There is also a dolly link, which increases swing clearance to 55.4 m, a company spokesperson added.



Several trailers were also launched at this year's Plantworx 2013 exhibition in the UK. Dutch manufacturer Nootboom, for example, presented a new 3-axle extending step frame trailer, a 4-axle step frame trailer and the new Nootboom PendleX Neck model. The PendleX Neck

has a payload of 110 tonnes and, when fully extended, provides a complete loading deck. The model on show was for customer Les Searle from Horsham, UK. Also on display at Plantworx was a pair of new step frame trailers from UK manufacturer King Trailers.



The modular Panther semi-trailer from Doll in Germany



Les Searle in the UK has taken delivery of a Nootboom Pendle-X low loader



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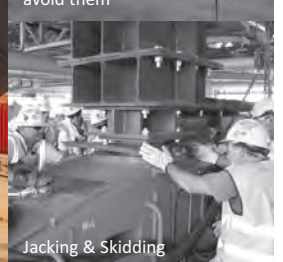
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The second of *IC's* new series of practical how-to articles aimed at improving safety in heavy transport and lifting operations. Here **MARCO VAN DAAL** explains the various types of specialized transport equipment and the terminology used in its reference

A self propelled transporter in action. Note the rectangular power pack unit mounted on the front near the operator



After the beginning

As professionals in our business we sometimes become blind to the fact that not everybody possesses the same knowledge when it comes to the terminology of equipment. This article makes an attempt to differentiate between the various different types of specialized transport equipment and explains why it is named the way it is.

ABOUT THE AUTHOR



Marco van Daal has been in the heavy lift and transport industry since 1993. He started at Mammoet Transport from the Netherlands and later with Fagioli PSC from Italy,

both esteemed companies and leading authorities in the industry. His 20-year plus experience extends to five continents and more than 55 countries. It resulted in a book *The Art of Heavy Transport*, available at: www.khl.com/books/the-art-of-heavy-transport/

Van Daal has a real passion for sharing knowledge and experience – the primary reason for the seminars that he frequently holds around the world. He lives in Aruba, in the Dutch Caribbean, with his wife and daughters.

In terms of naming equipment, a starting point is in hydraulic platform transporters versus trailers. I am a great believer in addressing the hydraulic platform transporter (from now on called transporter) with its correct name and to not have them mixed up with general over the road trailers.

Let's start with a statement: *A hydraulic platform transporter distinguishes itself by the hydraulic suspension of the axles and the way these axles can be plumbed into axle groups to ensure stability.*

It is important to understand the value of the above statement and to understand that various add-ons and special features such as power packs, the modularity of these transporters, the capacity, the manoeuvrability, the steering (mechanical or electronic), the self unloading capability, and so on, by themselves do not warrant entry in the transporter category.

Prior to the development of these add-ons, the hydraulic suspension of the axles and grouping capability were, and are, the only reasons that these transporters were called a hydraulic platform transporter.

Another issue comes with the terms truck or prime mover versus power pack or power unit. Here is where the difference between a pull-type transporter and a self propelled transporter is made. It goes without saying that a pull type transporter (or pull behind transporter) is pulled by a unit of some sort – a truck or prime mover.

These prime movers are heavy duty vehicles, attached to the transporter by means of a tow bar, draw bar or pull bar or by a transporter add-on called a goose neck. Where the prime mover is attached to the transporter by a bar arrangement, counterweight is stacked on the prime mover at the rear (drive) axles to prevent the tyres from losing traction and slipping when the combination is accelerating.

Where the prime mover is attached to the transporter via a goose neck, the arrangement of counter weight is not required since part of the dead weight of the transporter and load is transferred (via hydraulic cylinders) from the transporter to the fifth wheel of the prime mover.

A self propelled transporter is not equipped with a prime mover. The transporter is therefore not pulled but it is propelled by a unit of some sort – a power pack. A power pack is a diesel engine and one or more hydraulic pumps. The diesel engine powers the hydraulic pump(s) and these pumps drive the hydraulic drive motors on the axles of the transporter. The amount of oil per interval of time (the flow) determines the speed of the drive motors and, therefore, the velocity of the transporter. The operator controls the oil flow. The number of axles that require a drive motor depends largely on the applications for which the transporter will be used. The more drive motors the higher the pulling power.

Self propelled or not

Why are there pull type and self propelled transporters? It used to be that the ever-increasing loads to be moved were initially still pulled by a prime mover. It started, however, to pose serious limitation on the manoeuvrability and accuracy of the transport. For starters, the turning radius (especially in existing congested infrastructure areas) was often a challenge. A separate push and pull prime mover was often used to overcome the turning limitations. These kinds of exercises however slowed down the transport and added to the risk of handling heavy loads. The turning radius of a self propelled transporter, on the other hand, given its physical dimensions, is smaller than its pulled counterpart.

Another limitation of a pull type transporter is the accuracy of final positioning over, for example, anchor bolts. With a self propelled transporter, which is electronically controlled, accuracies of a few millimetres are achievable. Not necessarily impossible with pull type transporters but definitely much harder to achieve.



A pull type transport with prime mover and drawbar



A goose neck type trailer mounting with fifth wheel coupling

Axles and axle lines

An over the road type trailer has wheel sets that attach to an axle shaft that runs across the full width of the trailer. Transporters, on the other hand, have pendulum axles. A pendulum axle is not attached to such a shaft; a shaft is simply not present on a transporter. Instead there are two independent axle assemblies, one on the left and one on the right side of the transporter. Each assembly is mounted on a turntable against the underside of the transporter deck (see C in the figure). Each pendulum axle can rotate in the horizontal plane.

The turntable holds the upper leg of the axle, which is fixed. The turntable and the upper leg are bound to make the same motion. The upper leg ends in a knee joint (see A in the figure) that joins the upper leg to the lower leg, the lower leg in turn connects to the wheel assembly. The knee joint allows the lower leg to pivot in respect to the upper leg. This pivoting motion is

initiated by the hydraulic axle cylinder (see B in the figure). It is these hydraulic axle cylinders that can be plumbed into groups that form the hydraulic suspension for which transporters are so well known.

The pendulum design brings with it a possible clash in terminology. When talking about trailer axles, an axle really means one axle. When talking about pendulum axles, however, one axle in reality means two axles. For this reason the term "axle lines" was introduced. One axle line includes the pendulum axles between the left and the right sides of a transporter.

Taking turns

The steering of the pull type transporter is effected by physically connecting every axle to the next axle by means of steering rods. A plate is horizontally connected to the side of the axle, just below the turntable. The plate contains a hole pattern to which steering rods are connected from one plate to the next. Which hole is used

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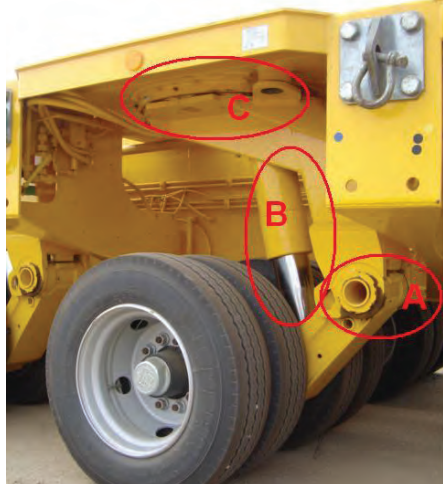
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2100
2200
2300
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2500
2600
2700
2800
2900
3000
3100
3200
3300
3400
3500





Naming of parts: the knee-type joint (A), hydraulic cylinder (B) and turntable (C) elements of a pendular axle

depends on the length (number of axles) of the configuration because the holes in the plate correspond to a certain steering angle. This steering information is shown in a steering diagram that is provided by the equipment manufacturer.

As a side note it should be mentioned that a mechanically steered transporter does not always have to be a pull type transporter. Self-propelled transporters with mechanical steering are also common in the industry. The difference is that the prime mover is replaced by a power pack and a certain number of axles have to be equipped with hydraulic drive motors.

Electronic steering is only available

on self propelled transporters. Instead of plates and rods, each axle has its own device to rotate it on the turntable. This can either be a set of hydraulic cylinders or a set of worm drive gears. There is no mechanical connection between the axles. Each axle receives its signal from the operator's control box, via the power pack's central processing unit (CPU) computer. This CPU ensures that each axle receives the correct signal as to how much the turntable is to rotate.

Steering difference

As mentioned above, rods do not interconnect the electronically steered axles. This means that each axle can rotate (steer) independently from any other axle, as it is not mechanically bound. This is the most important difference between electronically and mechanically steered axles. Electronically steered axles can be steered in any angle whereas mechanically steered axles are limited in steering angle.

The above limitation means that mechanically steered transporters are less manoeuvrable than electronically steered transporters. Certain transport executions may call for a steering combination that mechanically steered transporters can simply not achieve.



The connecting rods of a mechanical steering system seen through the openings in the deck

An example of such an execution is a sideways move. Sideways means that each axle is turned 90 degrees from the longitudinal transporter axis. Obviously this is a manoeuvre that mechanically steered transporters cannot make.

At best a mechanically steered transporter can crab steer or diagonally steer and simulate a sideways motion by moving forwards and backwards while alternating the steering angles in a series of direction changes.

NOTE: Every effort is made to ensure the accuracy of the contents of these articles. If you find any mistakes, a brief notification and explanation would be appreciated.



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Transportation weight: 72 t

Carl Gustaf Göransson, Hiab's new senior vice president for global markets, plans to make one of the oldest names in loader cranes more visible and approachable around the world. CHRIS SLEIGHT reports

Renewed focus

There are parts of the world where people in the building and construction trades will say 'Hiab' instead of 'loader crane.' This remarkable piece of brand recognition is thanks to the company's long history – it will celebrate its 60th birthday next year – but, anecdotally at least, Hiab does not have the same iron grip on the markets it once enjoyed.

A combination of internal and external factors is to blame. From the outside, competition has improved, while acquisitions and reorganisations at parent Cargotec over the last decade could, perhaps, have served Hiab better. The recognition that Hiab needs to be more prominent and visible to its customers was one factor leading to the appointment in May of Carl Gustaf Göransson as senior vice president responsible for Hiab's global markets business unit.

Previously at Volvo Construction Equipment, Göransson was brought on board to improve the sales network and address some of these issues. When *IC* spoke to him he identified this as a key priority.

"We are working very much with how our brand is perceived. We have very strong brand recognition, and we want to build on that in the market and understand what the customer wants. We also see the need to adapt in some cases and we may consolidate our distribution to be more efficient in some markets."

"That's what I'm here to do. We have strong distribution in many territories

and strong brands, but there is a clear opportunity to improve that around the world. We work with our own distribution and independent distribution. We will probably continue with that, but what I am doing now is looking at how we can use that to be as close as possible to customers."

Although Hiab is known for loader cranes, the business has a wider portfolio, including log lifts, demountables, tail-lifts and truck-mounted forklifts. All are primarily sold in the world's richer countries but that is not to say the company will avoid emerging markets.

"It is a developed world product, but there are opportunities in developing markets for stiff boom cranes, with our joint venture in China, for example. We are looking at Russia and, similarly in Brazil and the rest of South America, I think we can succeed if we have the right product," said Göransson.

The joint-venture in China is a deal announced last year with China National Heavy Duty Truck Group Co Ltd (CNHTC), which manufactures under the Sinotruk brand. Hiab products will be sold through the Sinotruk network in China, starting with six models of straight boom crane. "It's great access to distribution in China which we want to use to get our products out there."

He acknowledged, however, that while emerging countries might be an opportunity for truck cranes, it needs a careful approach to succeed. "We are looking at how comparable businesses have done it and are learning from that. The portfolio

we have is strong. If the market wants a premium spec product, we will do that with the right distribution. If you look at the market for trucks in China, for example, that is becoming more international.

What will change?

IC asked Göransson what changes customers will see following his appointment. "I have a fresh pair of eyes and the immediate reaction from customers was that Hiab is a very good product but it hasn't been as visible or approachable as we could have been. Cargotec putting the business in three focused areas is important for that. People realise that now but we have not had that focus in the last decade or so."

"From the basic position, we want to deliver our products more efficiently, to get them configured quickly and get them delivered on time. Stronger field support – we are good, but we want to become even better.

"In developed markets, I think there will be much better coverage for service and support. Those are concrete things that we are doing right now."



Hiab's joint venture with CNHTC gives it access to Sinotruk's distribution network in China

The new Hiab XS 544 HiPro

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DAY 1

Welcome and opening remarks

- James King, managing director, KHL Group
- Nadine Dereza, conference chairperson

Prospects for the global construction economy. Follow the money

SPEAKER: To be confirmed

Critical issues facing the global cranes and heavy transport industry – a US perspective

- Ron Montgomery, president, SC&RA and president, International Rigging & Heavy Haul
- Joel Dandrea, executive vice president, SC&RA

Key issues facing the global crane industry – a major manufacturer's perspective

- Tim Ford, president, Terex Cranes

Harmonising standards and creating a single market – a European perspective

- David Collett, president, ESTA and managing director, Collett Transport

PROJECT I. Burkhalter's award winning work on the Galveston Causeway Railroad Bridge, Galveston, Texas, USA

- Delynn Burkhalter, president and CEO, Burkhalter

Driving safety to new levels – a client's view

- Leon Schopping, senior construction engineer and PTE lifting & hoisting, Shell International Exploration & Production, the Netherlands

Safety management in the Korean crane industry

SPEAKER: To be confirmed

Transportation accidents, common causes and prevention

- Marco van Daal, owner, The Works International, Aruba

Root causes of mobile crane accidents and how to reduce them

- Klaus Meissner, president, European Federation of Materials Handling (FEM)
- Søren Jansen, Director, ESTA

Why the crane and heavy lifting sector needs to recruit more women – the greatest lost potential in the industry today

- Emma O'Dwyer, vice president market development, The Matcom Group

Roundtable discussion

Where is the next generation of operatives – and industry leaders

SPEAKERS

A selection of speakers at WCTS 2013



Samir Bansal

Off-Highway Research



Ed Bernard

Precision Specialized



David Collett

Collett & Sons & President, ESTA



Marco van Daal

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DAY 2

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■ Nadine Dereza, conference chairperson

Global construction markets – trends and prospects

■ Chris Sleight, editor, International Construction

Topic: To be confirmed

■ John Gillespie, president, Crane Industry Council of Australia and managing director, Gillespies Cranes Services

China – strategy, prospects and manufacturing standards in the biggest global market

SPEAKER: To be confirmed

Operating cranes near overhead power lines

SPEAKER: To be confirmed

PROJECT 2: Analysis of an award winning project from Mammoet, the Netherlands

SPEAKER: To be confirmed

Repair, refurbishment and counterfeit parts; maintaining standards

■ Andreas Koehler, owner, Koehler Kran Service

Current markets and prospects for the equipment sector in India

■ Samir Bansal, general manager, Off-Highway Research, India

The US crane operator certification debate. type, capacity and certification

SPEAKER: To be confirmed

Lashing chains – state of the art, technical innovations and practical hints

■ Alexander Hoffmann, product manager, RUD Group

PROJECT 3. To be confirmed

Concluding roundtable – creating global standards

PANEL: To be confirmed

Q&A session followed by closing remarks

* The organiser reserves the right to change the programme at any time.

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Trees and lamp posts were just some of the challenges facing Mammoet when it transported a 450 tonne load along UK roads. DAVID WESTON reports



Cat cracker coming down the slip road



Clearing the barriers on the roundabout



Bollards and other street furniture removed from a traffic island



Police escorts follow the 18 m high load as it is moved down a road lined with trees to the refinery



The 450 tonne load travels along the M53 motorway in the UK

Stanlow cat cracker on UK motorway

Early in 2013 Essar Energy's Stanlow oil refinery took delivery of a 450 tonne catalytic cracker unit. It was one of the largest loads to have been moved along UK roads for many years.

The 18 metre tall, 450 tonne load was transported from Ellesmere Port docks on the north west coast of England to the refinery using self propelled modular transporter (SPMT). The SPMT was made up of 30 axles lines, four files wide. Combined with the cargo, the gross weight of the transport was 700 tonnes.

For part of the journey the cargo was moved along the M53, an 18.9 mile motorway on the Wirral Peninsula. Along that road 16 motorway lights had to have their lamps removed as they were preventing forward progress of the load.

Once off the motorway steady progress was made as preparations, including tree pruning, had been previously carried out. It took six hours for the transport to cover the four mile (6.5 km) journey

to the refinery.

The unit is part of a five year project to exchange the head unit of the residue cat cracker. It is the largest in Europe and will enable the refinery to process the poorest parts of crude oil into diesel.

Stanlow oil refinery covers 1,900 acres and is situated on the southern bank of the Manchester Ship Canal. It is the second largest refinery in the UK and has a refining capability of 12 million tonnes a year and is capable of producing 296,000 barrels a day. Fawley refinery is the largest in the UK and has the capability of producing 330,000 barrels a day.

Up until 2011, Stanlow refinery was owned by Shell. The company sold the refinery to Essar for an estimated GB£ 814 million (US\$ 1 billion). Essar has a £250 million (\$360 million) expansion plan, which includes site expansion and an output increase by 25%, with the production of diesel and aviation fuel to be increased.



The self propelled modular transporter turning at the entrance to the Stanlow refinery





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Detail from the high resolution screens inside a TenStar simulator

As technology progresses, crane simulators are becoming a popular choice for operator training. LAURA HATTON finds out more



A virtual world

In 1982 training for mobile and tower crane operators was made mandatory in Canada by the Trades Qualification and Apprenticeship Act (TQAA); before this act operator training was not a requirement. Harold McBride, executive director at the Operating Engineers Training Institute of Ontario, a crane operator training organisation in Canada, explains, "From 1969 to 1978 there were no training requirements for crane operators and, as a result, crane related fatalities accounted for 19.8% of all construction fatalities. From 1979 to 2004, after credible training for crane operators was established, that percentage dropped to 8.8%."

The connection between increased training and reduced fatalities on constructions sites was noted and training providers and crane manufacturers around

the world began offering training courses. Over the years these courses developed to include simulator training.

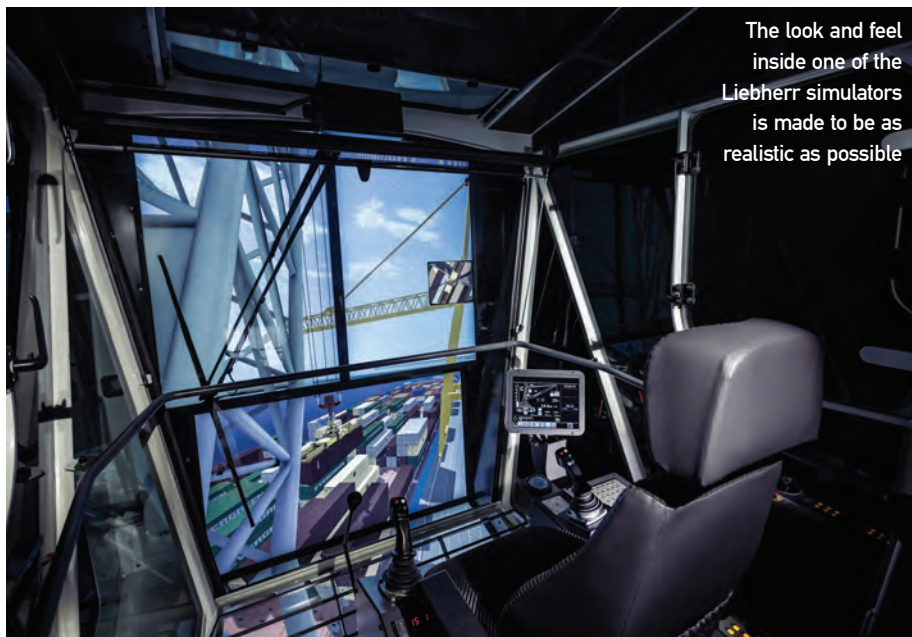
Simon Hogg, application consultant at TenStar Simulation, a manufacturer of training simulators for the construction industry, explains why, "Learning to operate a crane for the first time can be a daunting prospect, as well as a costly exercise for the training provider. Through simulator training students learn terminology, control familiarisation, hand eye co-ordination skills and they can return to the simulators and practice certain areas they may feel weaker in. The most significant benefit by far is that mistakes can be made on a simulator, which is not an option on an actual site."

Simulators can also be used to train a whole team, as Sebastien Loze, director of marketing and partner sales at CM

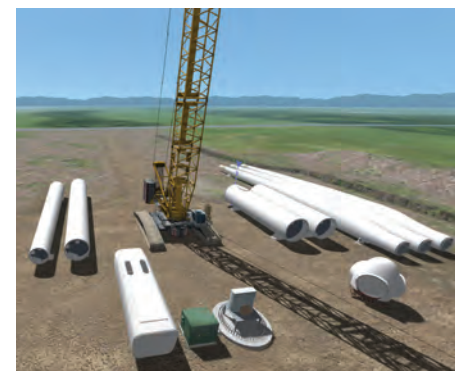
Labs, manufacturer of Vortex Simulators, says, "Teamwork cannot be taught in the classroom but, with a simulated training environment that incorporates multi-role-playing [including lift planning, lifting and reviewing], the operator, signalman and rigger can all be trained together."

Experienced operators can also benefit from simulators, as Hans-Jörg Schwärzler, marketing for maritime cranes at Liebherr-Werk Nenzing in Austria explains, "A major benefit of simulator training is the ability to simulate harsh environmental conditions, such as snowfall, heavy winds, torrential rain and high waves. This allows both experienced operators and trainees to practice operating in challenging conditions."

John Alexander, global integrated technical communications director at Manitowoc Crane Care adds to this, "It is important that people are re-evaluated to ensure that they are capable of operating the latest equipment. For example, someone >



The look and feel inside one of the Liebherr simulators is made to be as realistic as possible



An example of a wind turbine simulator used by the OETIO in Canada

OPERATOR TRAINING

who is trained and certified on one of our older Manitowoc 4100 crawler cranes might be an excellent operator, but it does not mean they can just step into an 18000 and know how it all works.”

Simulation developments

Crane simulators have developed over the years and now include a range of environments. CM Labs, which works in partnership with the OETIO and the International Union of Operating Engineers (IUOE), offer simulators for tower cranes and mobile cranes to knuckle boom offshore cranes and straddle carriers. All options come with full simulation of crane dynamics, cable systems, load dynamics, lift operations, and ship or platform motion.

“Of course, simulation is always second-best to the real equipment so we do our best to make the experience as realistic as possible,” Loze, says, “This includes having real seats and controls,



Hands-on training in one of Manitowoc's facilities in Australia

authentic worksites, sounds and a head-tracking system for precise points of view. Additionally, a 3-degree-of-freedom motion platform replicates the motion and vibration experienced by the operator while travelling and lifting.”

Also featuring OEM seats and controls and motion based technology, are simulators from TenStar. “It is very important to us that the student is fully immersed in the training experience,” Hogg explains. “Our simulators have third party lasers, Global Navigation Satellite System (GNSS) machine control systems and bucket tilt rotators. There are dedicated exercises that focus on the use of these attachments.” Tenstar simulators include tower crane, truck mounted crane and timber truck crane simulators.

Crane manufacturer Liebherr also offers training simulators. Liebherr simulators (LiSIM) include ship-to-shore gantry cranes, rubber tyre gantry cranes, mobile harbour cranes and offshore cranes. The simulators have full high definition (HD) flat screen monitors and high quality

surround sound speakers.

“Additionally, a motion base ensures that the driver experiences realistic movement,” Hans-Jörg Schwärzler, from Liebherr-Werk Nenzing, adds, “There is also a head tracker which uses head movement to calculate the view accordingly.”

Programmes

The improvement in simulator technology has encouraged most, if not all, training providers to incorporate simulators into their training programmes. The OETIO, for example, use a range of simulators in conjunction with its training programmes, from mobile crane simulators to simulators for wind turbine erection.

Crane manufacturer Manitowoc's training division, Manitowoc Crane Care, also includes real-life cabs with built-in simulators inside the training centre in Shady Grove, USA. Alexander says, “The world of crane simulators has advanced dramatically in recent years. It is a complete contrast with the simulators that were around as recently as a few years ago and as technology develops, I think we will see more simulators used for training and fewer live cranes.”

“The rapid development of simulation indicates that it will one day be possible to substitute actual crane training with simulator training,” Schwärzler concludes. ■



Realistic detail improves the crane simulator experience

MEETING STANDARDS

Although operator training is moving forwards, both in terms of technology and safety, legislative requirements and training standards around the world sometimes don't keep up. Harold McBride explains, “There are many developing countries that are experiencing construction booms where occupational health and safety are all but non-existent. Companies and legislative bodies recognise that training is needed to reduce equipment downtime and damage, but the safety standards that come with the training are seen as an unreasonable cost.”

To help overcome these situations, companies, including crane manufacturers, are providing training programmes to help keep operator training around the world up to date. Manitowoc Crane Care, for example, offers operator training around the world, and has centres in Italy and France. In the UK, Ireland and Trinidad and Tobago, the UK's accredited lorry loader training scheme (ALLMI) provides training programmes that cover all UK requirements and legislative issues specific to those countries.

CM Labs also incorporates certification tests. “Within their training exercises operators can practice standard tests such as the National Commission for the Certification of Operators [NCCCO] tests using different types and sizes of cranes,” explains Loze. “Similarly, Vortex Simulators can be used to help operators train and prepare for NCCA-accredited Crane Institute Certification (CIC) exams.”



A trainee taking part in a truck crane training course at the OETIO

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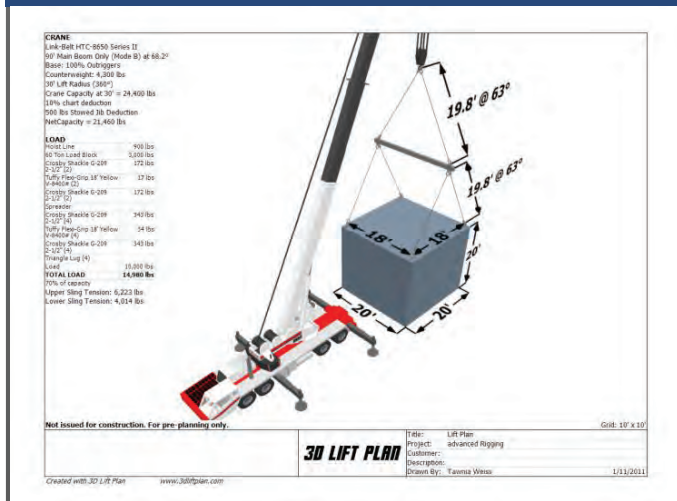
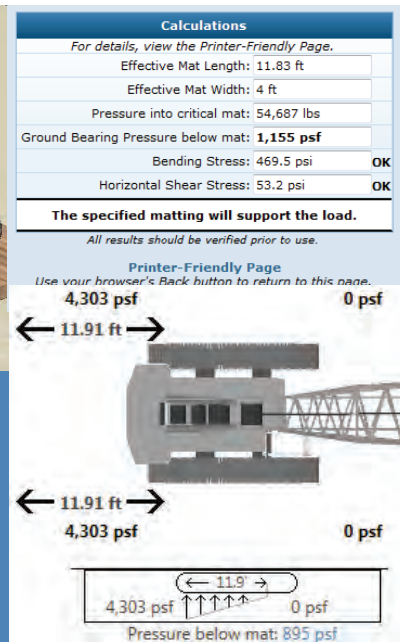


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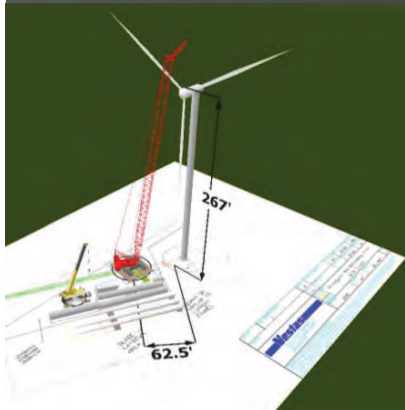
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Spectacular night view of a Liebherr MK88 mobile folding construction crane lifting glass roof panels on a refurbishment project in Germany



In at the deep end

Specialist lifting contractor Hubert Wiemann Autokrane faced numerous challenges when refurbishing a swimming pool and spa complex in Sinsheim, Germany. IC reports

Hubert Wiemann Autokrane chose a Liebherr MK 88 mobile folding construction crane to help carry out refurbishment work at a swimming pool complex in Germany.

Owner and operator Hubert Wiemann Autokrane from Dortmund used the crane to replace glass panels on the roof of the Badewelt Sinsheim swimming pool and spa complex. Challenges during the refurbishment project included a small working area and almost inaccessible sites. To carry out one of the refurbishment tasks, the 2.75 metre-wide MK 88 had to travel through a 3 m wide ford that

separated two of complex's large outdoor pools. The width of the MK 88 meant that there were only millimetres of space on either side of the crane.

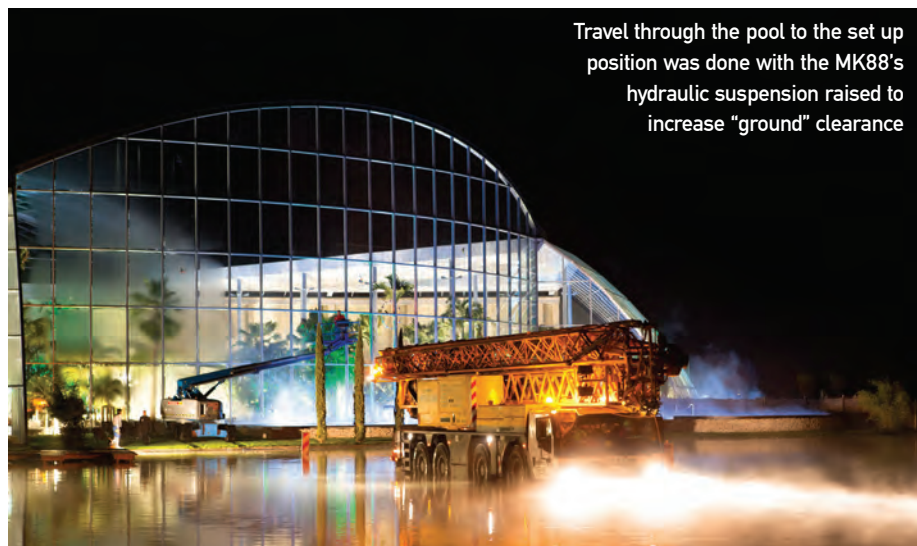
Once the driver had carefully navigated the crane through the ford, the MK 88 travelled along an access route that was submerged in 600 mm of water. From here the crane worked in a tight working area of 10 m, of which the crane supports took up 7.5 m.

To travel through the water, its depth meant that the hydraulic suspension was extended to achieve greater ground clearance. This part of the process involved working in extremely restricted visibility due to the surface of the water, a company spokesperson added.

With all access and set up challenges and other complications overcome, the glass panels were positioned by installation personnel.

Commenting on the refurbishment project, a company spokesperson said, "The use of a mobile construction crane was ideal for this job since it was able to be positioned close to the building and its large radius was able to extend a long way into the roof area."

Travel through the pool to the set up position was done with the MK88's hydraulic suspension raised to increase "ground" clearance





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Behala loading the Siemens turbine on 24 axle lines (12 x two-files) Goldhofer self propelled modular transporter at the Siemens factory

Shipping turbines

PHOTO: BEHALA

Heavy transport service provider Behala, had to come up with a different method to move gas turbines through the Moabit inner city area of Berlin in Germany. IC reports

A Siemens SGT5-8000H turbine weighs 440 tonnes and has a power output of 375 MW. Unlike other turbines, which are transported out of the Siemens turbine factory in Germany by road, SGT5-8000H turbines have to be transported by water. Weight limits on the bridges and tunnels in the Moabit district of Berlin preclude road travel. The journey from the plant to the Westhafen heavy duty intermodal terminal was by ship, via the Charlottenburg Canal.

To overcome the road restrictions, Behala, Siemens and Berlin Technical

University developed a logistics project, which included the development of a heavy duty roll on-roll off shuttle barge named *Ursus*. The research project won the 2012 Berlin Logistics Award.

The *Ursus* is used in conjunction with a PST/SL 12 (1+1) self propelled heavy duty modular transporter (SPMT) system from Goldhofer in Germany. The system has a hydrostatic drive and a 360 kW power pack.

On a typical transportation of an SGT5-8000H turbine, the *Ursus* leaves the Westhafen with the Goldhofer on board

and sails to the ro-ro loading ramp on the Charlottenburg Canal, which is close to the Siemens factory. Using this route, daytime operations can be permitted as the roads only need to be closed for a short time.

From there police escort the SPMT to the Siemens gas turbine production plant. Once loaded with the turbine, the SPMT sets off to the ramp on the Charlottenburg Canal where it is driven onto the *Ursus*. It takes three hours by barge to reach Berlin's Westhafen. At the terminal the turbine is lifted onto a barge for the next leg of the journey to Hamburg's sea port before it can be transported elsewhere in Europe and beyond, to Asia and the USA.

Klaus Günter Lichtfuss, logistics manager at Behala, said, "The complete process is running really smoothly; everything has worked out just as we wanted."

Depending on the payload, Behala deploys the PST/SL modules in a combination with 12 or 18 axles. Lichtfuss explains more, "For operations within the port, we employ two PST/SL modules in a 12-axle side-by-side combination. For ro-ro work and on the *Ursus* we use a 12-axle combination coupled end-to-end. For loads in excess of 300 tonnes, we add a third module on land for a total of eighteen axles."

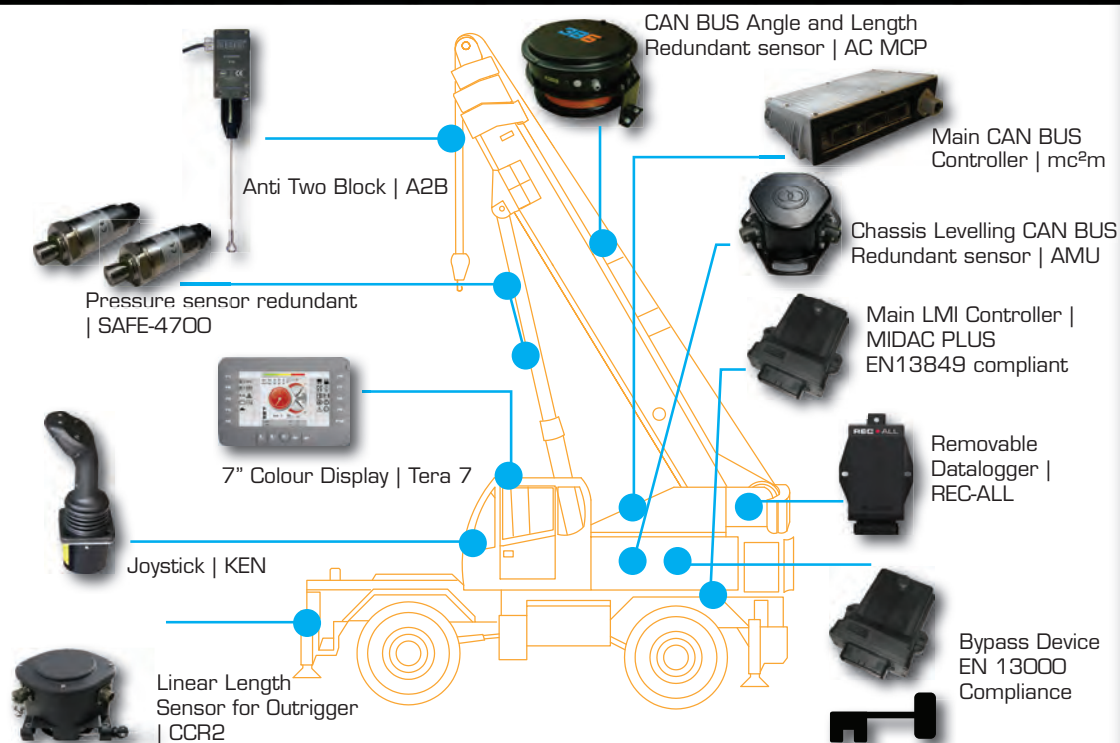
Self propelled Goldhofer module transporting the gas turbine safely along the roads of Berlin



PHOTO: BEHALA



Telescopic Cranes CAN BUS Global or Retrofit Control System



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COMMENT

Joel M Dandrea

Local manufacturing



Depending on what you're reading or who you're listening to, an emerging series of manufacturing trends increasingly point in the direction of the United States. Whether or not a "manufacturing renaissance" is on the horizon in the States remains to be seen – a topic of stiff debate in consulting circles the industry over. What can be derived from this conversation is the indisputable arrival of the latest catchword in the world of import and exports: re-shoring.

Also referred to as in-sourcing and near-sourcing, the concept of establishing or re-establishing a domestic base of operations in the USA and/or North America seems to be catching on. With names like Apple, Motorola, Lenovo (China) and Wal-Mart already digging in, it would seem that both supporters and critics alike should take note of what is being labelled in some discussions as a "paradigm shift" across the Atlantic.

Though it isn't yet clear whether re-shoring is simply a supply chain realignment or something more significant, certain indicators suggest this shift resembles a movement that is just beginning to reveal its potential as a long-term option to erratic international labour costs. Particularly with manufacturers who stand to profit from shorter supply lines and reductions in transportation costs and inventory, establishing a production facility in the USA aligns foreign companies more efficiently with often-whimsical American consumer demand.

Mounting international concerns over intellectual theft of property, predominantly among high-tech manufacturers, has also begun to lend credibility to the re-shoring trend. In addition, the swift rise of additive manufacturing, or 3D printing, has allowed American manufacturers the luxury of producing particular components on an as-needed basis, rather than having to wait around for shipments.

Some analysts refer to current data suggesting that much of this "renaissance" is more of a publicity grab by companies looking to gain commercial traction and government incentives – citing that

re-shoring is big on assembly, and small on manufacturing. But whereas opponents highlight this alleged political bluster, especially from the increasingly scrutinized tech sector, supporters point out that, regardless of the eventual size and scope of the shift, this conversion will undoubtedly alter how goods and material move around the world.

Economic potential

Job creation, in relation to re-shoring, is expected to see its first noteworthy gains in the USA around 2015, with continual escalation thereafter. Proponents of re-shoring emphasise that pedestrian job-growth numbers at present are simply a result of the transition – while companies work through the early stages of bringing back production. Current data suggests that the full economic potential for companies (and their employees) who establish operations on American soil will be realised as the benefits of cheaper electricity begin to surface in connection with a surge in domestic oil and natural gas production. As one analyst put it: shippers will notice that North America is still the largest consumer market in the world, and that sourcing there might end up being a path of least resistance.

If it is any indication of the future, US auto makers, as well as much of their foreign competition, have begun to set down roots and move production to Mexico and the USA. Not only will they enjoy tax incentives and a more competitive labour market, but supply chain disruptions will be heavily reduced and easier to manage. Influential names like General Electric, Whirlpool and Caterpillar have also moved considerable portions of their manufacturing operations to North America.

How companies around the world respond to the re-shoring trend will emerge in time. The success of this shift, especially for the host countries, will depend heavily on how realistic the economic advantages of producing there remains for manufacturers, and how the rest of the world chooses to competitively adapt. ■



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> **Alex Dahm**, editor, *International Cranes and Specialized Transport*, Conference chairperson

Global construction markets

> **Chris Sleight**, editor, *International Construction*

Regulatory challenges in crane operations

> **Robert Weiss**, vice president, Cranes Inc. and SC&RA member

Tower crane solutions for customer benefits

> **Dominique Tasch**, managing director, Liebherr-Werk Biberach
> **Thorsten Hesselbein**, head of tower crane solutions, Liebherr-Werk Biberach

Quality control 2.0

> **Peter Juhren**, national service manager, Morrow Equipment

Adding value to the UK construction sector

> **Duncan Salt**, director and general manager, HTC Plant

The Middle East perspective on tower crane rental and distribution

> **Nabil Al Zahlawi**, general manager, NFT

AFTERNOON SESSION

Topic to be confirmed

> **Dr Oliver Fries**, vice president global R&D, innovation and technology, WireCo Group Europe

The perfect jobsite – how manufacturers and contractors jointly manage modern day challenges on job sites.

> Speaker to be confirmed, **Terex Cranes**

Financing Tower Cranes: A look at the current situation and the way forward.

> **Dr Peter Schiefer**, CEO Wolffkran / CECE

Collision avoidance systems – their benefits and potential for development.

> **Rémi Déporte**, Manitowoc cranes

Questions followed by closing remarks and drinks reception in the Foyer Schloss-Saal

*The organisers reserve the right to change the programme at any time.



Dr Oliver Fries
WireCo WorldGroup



Thorsten Hesselbein
Liebherr-Werk Biberach



Peter Juhren
Morrow Equipment



Duncan Salt
HTC Plant



Peter Schiefer
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Off to Orlando

Florida, USA, is home to the 2013 SC&RA Crane and Rigging Workshop where more than 400 attendees are expected. MIKE CHALMERS previews the event

The 2013 SC&RA Crane & Rigging Workshop, the association's most important crane and rigging event of the year, will be held 18 to 20 September at the Hilton Orlando Lake Buena Vista Hotel in Orlando, Florida, USA. With more than 400 attendees and 80 exhibitors expected from around the world, the event promises to bring together the industry's top professionals to learn, share and connect.

Keynote session speaker Josh Williams, of Safety Performance Solutions, will discuss the idea of increasing self-responsibility for safety. Williams will examine the concept of managing three aspects of safety – person, behaviour and environment – to help member companies achieve the ideal safety culture.

As always, workshop sessions will feature a range of topics delivered by some of the industry's most respected professionals, including, in order of appearance:

GANTRY SYSTEMS: PAST, PRESENT AND FUTURE

David Duerr PE, 2DM Associates. Duerr's session will take attendees on a journey, beginning with the historical development of the hydraulic gantry system, and then delving into the evolution of safety standards, guides and regulations applicable to gantries.

ATTRACTING AND RETAINING QUALITY PERSONNEL

David Case, Advastar. In this session Case will identify essential elements of a successful recruiting plan to help companies identify candidates with the

The Crane & Rigging Workshop brings together top professionals from around the world



The Crane & Rigging Workshop is the most important crane and rigging event of the year

necessary experience and skills to meet their needs.

BUILDING A POWERFUL BRAND THROUGH STORIES

Tim Hillegonds, Thrive Creative Services; Derek Esquivel, Dieselhaus. When businesses tell their stories in a way that's both unique and compelling, they turn audiences into customers. Esquivel and Hillegonds will share real-life examples of companies using stories to not only set themselves apart, but grow their business as well.

THE OEM'S ROLE IN COMMERCIAL AND TECHNICAL RISK MITIGATION FOR COMPLEX PROJECTS

Walter Fischer, Siemens. Designed as a logistics-orientated discussion, this session will touch on the necessary steps made at the company level to integrate a culture of full-spectrum risk mitigation. Fischer will share an OEM's role in identifying, capturing and mitigating project risks through all project phases, including customer needs, product manufacturing, delivery and installation.

RIG IT RIGHT AND YOU WON'T GO WRONG

Al Abel, Mazzella Companies. The safe lifting concepts discussed in this interactive session can be applied to any workplace. Abel will review and discuss the applicability of ASME's B30 standard to cranes, hardware, slings and below-the-hook lifting devices. Attendees will even have the opportunity to develop their own lifting plan.

RIGGING JOBS OF THE YEAR

A workshop highlight, this session showcases the three winning jobs from SC&RA's 2013 Rigging Job of the Year competition. The winning entries include the replacement of eight components in a Mississippi, USA, nuclear plant, the installation of a new railroad bridge in Galveston Bay, USA, and the installation of a low-pressure turbine in a new gas generation plant.

MOBILE CRANE SAFETY WHEN WORKING IN THE WIND

Klaus Meissner, Terex Cranes. Meissner will delve into the effects of wind on crane parts and loads, precautions when lifting and standard assumptions for load chart calculations. In addition, Meissner will share incidents observed, as well as the lessons learned.

THE ABCS OF FOUNDATION LOADINGS UNDER CRANES

Ronald Kohner, Landmark Engineering. In this session, Kohner will explore the patterns of load distribution under both crawler and outrigger-based cranes. In



In addition, he will discuss ground pressure responses that result from various types of soil and matting, and the appropriate use of each.

TACKLING THE CHALLENGES OF TRAINING SITE SUPERVISOR, LIFT DIRECTORS AND OTHER LEADERS

For Gene Kaercher, Barnhart Crane & Rigging. In this session, Kaercher will review and discuss how *B30.5* and *OSHA 1926.1400* highlight an increased importance on field leader responsibilities.

FORENSIC ACCIDENT INVESTIGATIONS: THE

TEAM APPROACH

Jim Wiethorn, Haag Engineering. Focusing on the topic of accident investigation, this session will highlight the key elements of a good plan and how they interact to ensure that an accident is investigated properly.

IMPLIED OBLIGATIONS IN CONSTRUCTION CONTRACTS

Robert Moore, NBIS. Moore will explain the numerous “implied” obligations existing in today’s contracts. Many of these implied obligations are consistently found in the owner’s job functions, typically performed on a construction project.

Visit www.scranet.org.events for more information on the sessions, the hotel, room reservations and how to register as an attendee or exhibitor. For additional information call SC&RA in the USA on +1 703 698 0291

ABOUT THE AUTHOR

Mike Chalmers is editor-in-chief at Thrive Creative Services, a creative copywriting agency based in Chicago, USA. For more information see www.thrivecs.com

SC&RA MEMBER PROFILE: KLAUS SCHOLPP OF POWERATTACK

The industry’s big little rig

SC&RA member Klaus Scholpp has experienced more than his fair share of challenges in over 35 years working in the crane and rigging industry. And more than once along the way, his creative input led to an improvement in the design of a machine or the efficiency of an operating system. It should come as no surprise then, that when the prospect emerged to improve upon the standard design of machines in the smaller rigging category – i.e. hydraulic jacks, skates and forklifts – Scholpp saw an opportunity and, once again, contributed to the industry with a state-of-the-art product.

The product, PowerAttack, was born in response to limitations that Scholpp had witnessed many times on jobsites over the years – where smaller rigs simply didn’t possess the strength or manoeuvrability to handle heavy or awkward loads safely and efficiently. The objective was to create an easy-to-use, compact and versatile tool to push and pull up to 55,000 pounds (25 tonnes) by simple attachment to a set of skates. After three years of field testing, Scholpp had a cutting edge product – which won him the coveted reddot design award in 2012. He’s also received two SC&RA Job of the Year awards – the only such

awards ever won by a German company.

SC&RA had the chance to ask him some questions about his career, and what he thinks the future holds for the crane and rigging industry.

SC&RA: You worked in the family business, Scholpp Crane Rental and Rigging, in Stuttgart, Germany, for most of your career. After some time in Malaysia and China setting up the company’s Asian operations, you could have retired, but you chose instead to go out on your own.

SCHOLPP: Yes, my father, Alfred, introduced a number of “firsts” over the years, which later became industry standards. I guess the pioneering spirit continued with me. I was involved in introducing the first 600 tonne hydraulic gantry from Riggers Manufacturing in 1987. Ormig pick and carry cranes, from Italy, were another first, introduced in 1997. After four years in Asia, I decided to hand over responsibility to younger management and develop some equipment that had been long developing in my mind – and which the industry lacked.

SC&RA: Was it a difficult transition?

SCHOLPP: Not at all. I took the intellectual property rights for the “PowerCat” (PowerAttack’s original name), as this was my idea – which led to its market introduction in 2008. I had a strong international network of colleagues, friends and customers. Instead of offering services in the industry, I was now simply offering a product that could be bought by the industry. And the family business is still going strong – the German industry leader, with about 1,000 employees.

SC&RA: How has the industry changed in the time that you have been in it?

SCHOLPP: It started from rather small, owner-



The PowerAttack can pull up to 55,000 pounds (25 tonnes)

operated, family businesses that became bigger companies. The demand and work will always be there, as the world and production methods are constantly changing, and specialist and expert rigging and relocation companies are always needed. “One-stop-shopping” is the key word today – requiring a workforce skilled in engineering, mechanical, electrical and electronics.

SC&RA: How important is it to you to be a valued SC&RA member?

SCHOLPP: Being a member of SC&RA since the early 1990s, when Scholpp went more and more international, broadened the scope as to networking with US and international members, and this often led to cross-country contacts and mutual business benefits – in terms of generating business and helping each other. I’ve always been warmly welcomed and accepted by the SC&RA. It feels like a big family, ready to help and co-operate. It has been a great source for exchanging ideas and learning how other companies cope with problems.



Klaus Scholpp operates his PowerAttack

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KOHLER LAUNCHES

Kohler Engines, with Italy-based Lombardini, a Kohler Company, has launched two new engines to meet the emission regulations for Tier 4 Final.

The 1.9 litre KDI1903TCR and the 2.5 litre KDI2504TCR, use a diesel particulate filter (DPF). The engines also include cooled exhaust gas recirculation (EGR) and diesel oxygenated catalyst (DOC).

Dick Fotsch, president of Kohler Global Power Group, said, "Kohler is expanding its power range offering. The power and torque of these engines in relation to their compact sizes and reduced fuel consumption have clear advantages to construction, industrial and agricultural equipment manufacturers and end users."

The 1.9 litre unit produces 42 kW (56 hp) at 2,600 min⁻¹ and 225 Nm of torque at 1,500 min⁻¹. The 2.5 litre model produces 55 kW (74.3 hp) at 2,600 min⁻¹ and 300 Nm of torque at 1,500 min⁻¹.

■ For more information see: www.KohlerEngines.com

Hirschmann sets load moment device standard

Manufacturer of technologies for mobile automated platforms, Hirschmann Mobile Machine Control Solutions (MCS) has launched the qSCALE I2, a safe management tool for load moment devices.

The qSCALE I2 is part of the development of the iSCALE control system and provides high-accuracy load measurement for small and medium size cranes, a company spokesperson said.



NEW PRODUCTS FROM THE COBO GROUP

The COBO Group, a manufacturer of vehicle electronics, has released a new range of LED work lamps for mobile off-highway machines, lifting equipment and earth moving machinery.

The lamps have a power of up to 3,600 lumen and are resistant to high vibrations. The lamps are also compliant with the most recent standards on electromagnetic compatibility and electronic disturbances, a company spokesperson said.

Also available from the manufacturer is the CANVIEW3, a 3 inch LCD display, which is available in a touch-screen model. The display works in temperatures up to 75 degrees Celsius.

COBO Group will exhibit at the 2013 Beijing International Construction Machinery Exhibition and Seminar (BICES) from 15 to 18 October 2013.

■ For more information see: www.cobospa.it



Components of the qSCALE system

The product includes a graphic display and sensors that work with various transmitted signals, including is direct power, CANopen or wireless, the company said.

■ For more information see: hus.hirschmann.com

LATEST AC LINE FROM MAGNETEK



Magnetek, a supplier of motion control systems, has a new addition to its series of AC Line Regenerative Systems, the Impulse • D+.

The AC Line Regeneration units work by capturing surplus energy from the motor and returning it to the AC power source. This helps reduce energy consumption, a company spokesperson said. The unit can be used for overhead crane systems and works in a number of environments.

■ For more information see: www.magnetekmh.com

All-in-one safety system from Prolec

Safety system manufacturer Prolec has launched the latest variant of its Prolec Machine Engine (PME), the PME500 for crane safety applications.

The PME500 displays real time load and positioning, and limits for height and slew. Audio warnings which are activated on approach to the maximum safe working load (SWL) are available as an optional extra. PME500 is fully compliant with EN and UK LOLER requirements for

The PME500 safety system

safe load indicators and is type-approved for operation in all EU countries.

Gary Tuffy, director of sales and marketing at Prolec, said, "This system rounds out our offering of safety products on the PME platform. The underlying product, PME, is the key to the product's success



especially as you can get a 'no hardware' upgrade, which allows changes just like you'd add an app to your phone."

■ For more information see: www.prolec.co.uk



Picture of the month

Ancient and modern transport: A camel smiles for the camera as Egyptian Transportation and Logistics (ETAL) transports six electricity transformers from Sokhna and Adabiya Ports on the Red Sea to the Giza North Power Station using Scheuerle InterCombi transport equipment. The photo was sent in by Scheuerle.

PEOPLE NEWS

■ The Crosby Group, a manufacturer of accessories for lifting and material handling applications, has announced several additions and promotions. New to the Oklahoma, USA-based company is **ANDY VOGL**, who has joined as vice president of sales. Andy will oversee Crosby Group sales worldwide. Also new to the company is **BOB PRIDGEN**, who has been appointed as director of supply chain. **DONNA DEWITT** has also joined the company, as director of operational excellence and quality. **BOB MYERS** has taken the role of block and sheave product specialist. **JEFF FERCHEN** has been promoted to national sales manager for the USA. **CURT JABBEN** has been promoted to director of engineered product sales.



■ Online auctioneer IronPlanet has appointed **JETHRAN ROETEN** as the company's

new representative in the Benelux (Belgium, Netherlands and Luxembourg) region. Roeten will be responsible for the trade of IronPlanet stock in Benelux. He joins IronPlanet from earthmoving and construction equipment export company Prima Equipment, where he was general sales manager.



■ Talbert Manufacturing, a manufacturer of specialized heavy-haul trailers and transportation

equipment in the USA, has appointed **RICK MYERS** as director of materials. Myers

oversees deliveries, material purchases, warranty fulfilment and aftermarket parts. He is also responsible for budgets, employee training and planning in those areas.



■ At Manitowoc **ROBERT HUND**, executive vice president CraneCare, has been appointed

president of Manitowoc's food service business segment. Effective since 1 August 2013, Hund reports to Glen Tellock, Manitowoc Company chairman and chief executive officer. As Crane Care EVP Hund was responsible for overseeing a global network of service and distribution centres for Manitowoc's eight crane product lines in 19 countries.

■ 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 machine or equipment, owner and project, plus any other relevant information.

EVENTS DIARY

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4 – 8 September 2013
Kortrijk, Belgium
www.matexpo.com

SC&RA CRANE & RIGGING WORKSHOP

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Orlando, Florida, USA
www.scranet.org

BAUMA AFRICA

18 – 21 September 2013
Gallagher Convention Centre (GCC), Johannesburg, South Africa
www.messe-muenchen.de

GIS ITALIAN CRANES & ACCESS AND HEAVY TRANSPORT SHOW 2013

26 – 28 September 2013
Piacenza, Italy
www.gisexpo.it

INTERNATIONAL RENTAL CONFERENCE CHINA

14 October 2013
Beijing, China
www.khl.com/irc

BICES 2013

15 – 18 October 2013
Beijing, China
www.e-bices.org

HEAVY EQUIPMENT MODEL SHOW

20 October 2013
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heavyequipmentmodelshow.infos@yahoo.co.uk

WORLD CRANE AND TRANSPORT SUMMIT

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Amsterdam, Netherlands
www.khl.com/wcts

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4 and 5 November 2013
Berlin, Germany
www.khl.com/itc

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20 – 22 November 2013
Amsterdam, Netherlands
www.khl.com/icef

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www.intermatme.com

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STOCKLIST

TELESCOPIC AT-CRANES

Capacity	Manufacturer	Type	Year	Drive/Steering	Boom/jib (m)	Delivery
250 t	Demag	AC 665 SL	1996	12 x 8 x 8	58 / 22 / 65	direct
130 t	Liebherr	LTM 1130-5.1	2007	10 x 8 x 10	60 / 19	direct
120 t	Liebherr	LTM 1120/1	2000	10 x 8 x 10	56 / 28	direct
100 t	Grove	GMK 4100 L	2008	8 x 8 x 8	60 / 22	direct
80 t	Faun	ATF 80-4	2005	8 x 6 x 8	48 / 16	direct
80 t	Demag	AC 80-1	1998	8 x 6 x 6	50	direct
80 t	Krupp	KMK 4080	1993	8 x 6 x 8	43 / 13	direct
70 t	Faun	ATF 70-4 (2x)	1999	8 x 8 x 8	40,5 / 16	direct
70 t	Krupp	KMK 4070	1995	8 x 6 x 8	38 / 16	direct
70 t	Liebherr	LTM 1070	1993	8 x 8 x 8	42 / 18	direct
70 t	Liebherr	LTM 1070	1986	8 x 8 x 8	35 / 10	direct
60 t	Liebherr	LTM 1060/2	2000	8 x 6 x 8	42 / 17	direct
60 t	Krupp	KMK 4060	1990	8 x 8 x 8	35 / 16	direct
60 t	Grove	AT 865	1990	6 x 6 x 6	35 / 18,5	direct
55 t	Liebherr	LTC 1055-3.1 (2x)	2005	6 x 6 x 6	36 / 7,8	direct
55 t	Grove	GMK 3055	2005	6 x 6 x 6	43 / 15	direct
55 t	Grove	GMK 3055	2004	6 x 6 x 6	43 / 15	direct
55 t	Krupp	KMK 4055	1989	8 x 6 x 8	35,1 / 16	direct
50 t	Faun	ATF 50-3	2000	6 x 6 x 6	38,6 / 16	direct
50 t	Grove	GMK 3050	1998	6 x 6 x 6	38 / 9	direct
40 t	Demag	AC 40-1 City	2000	6 x 4 x 6	31,2 / 13	direct
40 t	Liebherr	LTM 1040/1	1999	6 x 4 x 6	30 / 14,5	direct
40 t	Faun	RTF 40-3	1993	6 x 6 x 6	30 / 14,5	direct
35 t	Grove	GMK 2035	2000	4 x 4 x 4	29 / 15	direct
35 t	Grove	GMK 2035	1998	4 x 4 x 4	29 / 15	direct
35 t	Liebherr	LTM 1035-2	1988	4 x 4 x 4	26 / 8	direct
35 t	Liebherr	LTM 1030/2	2003	4 x 4 x 4	30 / 15	direct
35 t	Liebherr	LTM 1030/2	1998	4 x 4 x 4	30 / 15	direct
30 t	PPM	ATT 335	1997	4 x 4 x 4	27,4 / 15	direct
30 t	Luna	AT 30/27	1989	4 x 4 x 4	27 / 7	direct
30 t	Luna	AT 30/27	1989	4 x 4 x 4	27	direct
20 t	Krupp	KMK 2020	1994	4 x 4 x 4	20,5 / 3,8	direct

LATTICE BOOM TRUCK CRANES

180 t	Demag	TC 650	1981	10 x 6 x 6	72 / 60	direct
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Make / Type	y. o. m.	Drive	Boom / Fly Jib
20 t Gottwald AMK 31-21	1984	4x4x4	20,50m
30 t PPM ATT 335	1997	4x4x4	27,40m + 15,00m
30 t Liebherr LTM 1030/2	2003	4x4x4	30,00m + 15,00m
33 t P&H S 35	1987	4x4x4	25,90m
35 t Terex Demag AC 35	2006	4x4x4	30,00m + 15,00m
40 t Terex Demag AC 40/2L	2008	4x4x4	37,00m + 8,00m
40 t Demag AC 40-1 City	2000	6x4x6	31,20m + 13,00m
40 t Liebherr LTM 1040-1	1999	6x4x6	30,00m + 14,50m
50 t Faun ATF 50-3	2000	6x6x6	38,60m + 16,00m
55 t Liebherr LTC 1055-3.1	2005	6x6x6	36,00m + 7,80m
55 t Liebherr LTC 1055-3.1	2005	6x6x6	36,00m + 7,80m
55 t Liebherr LTM 1055-3.2	2008	6x6x6	40,00m + 16,00m
55 t Krupp KMK 4055	1989	8x6x8	35,10m + 16,00m
55 t Grove GMK 3055	2005	6x6x6	43,00m + 15,00m
55 t Grove GMK 3055	2008	6x4x6	43,00m + 15,00m
60 t Liebherr LTM 1060/2	2000	8x6x8	42,00m + 17,00m
70 t Krupp KMK 4070	1995	8x6x8	38,10m + 16,00m
70 t Faun ATF 70-4	1999	8x8x8	40,50m + 16,00m
70 t Faun ATF 70-4	1998	8x8x8	40,50m + 16,00m
80 t Faun ATF 80-4	2005	8x6x8	48,50m + 16,00m
80 t Krupp KMK 4080	1993	8x6x8	43,00m + 13,00m
110 t Tadano Faun 110 G-5	2008	10x8x8	52,00m + 30,00m
120 t Terex-Demag AC 120-1	2006	10x6x8	60,00m + 17,60m
130 t Liebherr LTM 1130-5.1	2007	10x8x10	60,00m + 19,00m

LATTICE-BOOM-TRUCK-CRANE

115 t Link-Belt HC 238	1982	10x6x6	48,00m/18,00m
170 t Demag TC 650	1981	10x4x6	72,00m/48,00m

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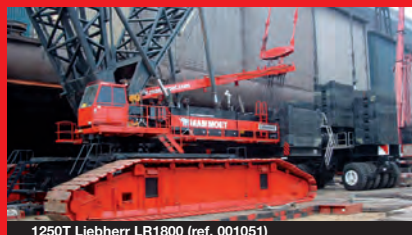


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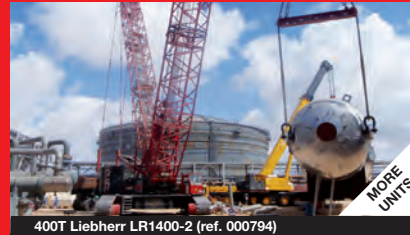
CC4800 (ref. 430)



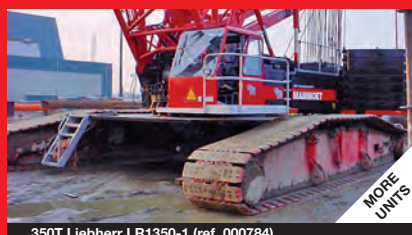
600T Terex-Demag CC2800-1 (ref. 000978)



400T Liebherr LR1400-2 (ref. 000590)



400T Liebherr LR1400-2 (ref. 000794)



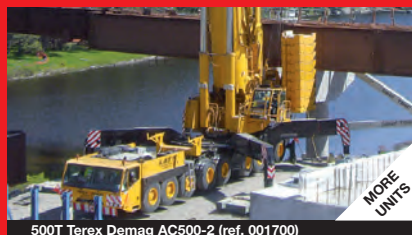
350T Liebherr LR1350-1 (ref. 000784)



300T Demag CC1400 (ref. 000687)



180T Sennebogen 5500 (Ref. 000729)



500T Terex Demag AC500-2 (ref. 001700)



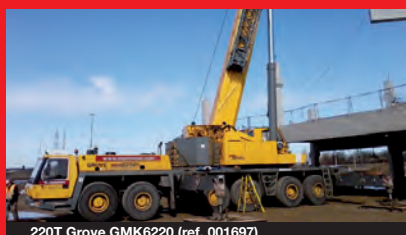
450T Grove GMK7450 (ref. 001693)



30T Liebherr LTM1030-2 (ref. 000819)



300T Liebherr LTM1300 (ref. 001719)



220T Grove GMK6220 (ref. 001697)



130T Grove GMK5130-1 (ref. 001209)



100T Terex Demag AC100 (ref. 001047)



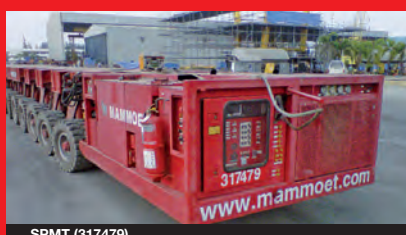
48m Spierings SK 598-AT5 (ref. 000651)



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Grove	GMK 2035	1998	35 t
Krupp	35 GMT-AT	1987	35 t
PPM	ATT 400/2	2000	35 t
Liebherr	LTM 1045-3.1	2005	45 t
Tadano Faun	ATF 60-4	2003	60 t
Liebherr	LTM 1070-4.1	2007	70 t
Grove	GMK 4075	2001	80 t
Liebherr	LTM 1080-1	2003	80 t
Terex Demag	AC 80-2	2009	80 t
Terex Demag	AC 120-1	2008	140 t


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80 t Liebherr LTM 1080-1, 2003


140 t Terex Demag AC 120-1, 2008

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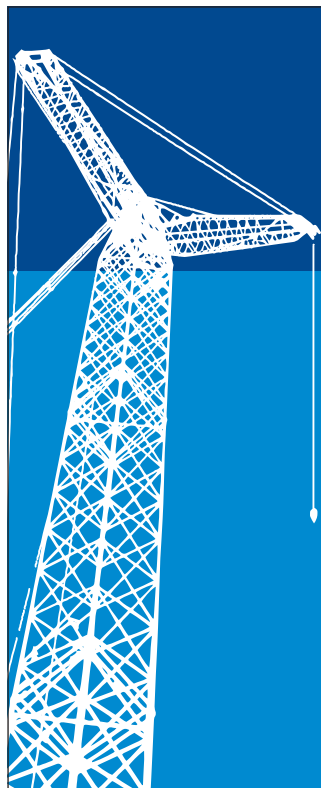
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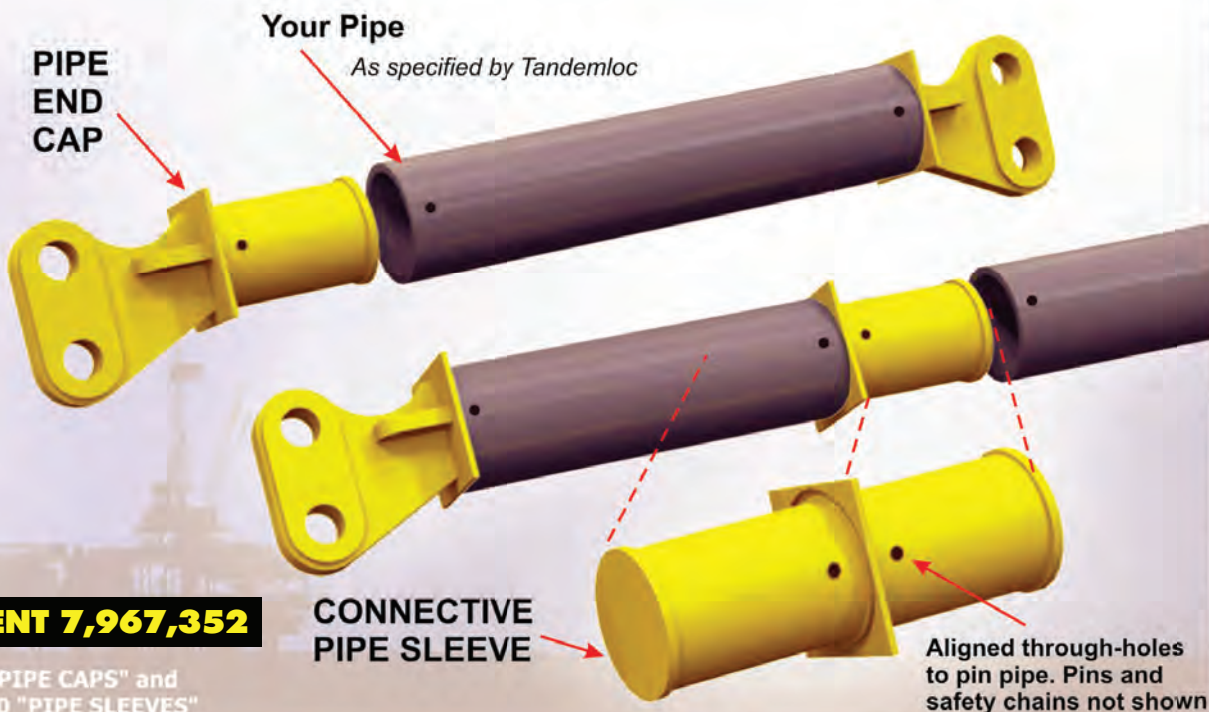
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SALE 220 t Tadano-Faun, ATF 220, Y. 2009

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