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INTERNATIONAL

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Truck cranes



Official magazine

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THE SOCIETY OF SPECIALIZED CARRIERS AND RIGGING ASSOCIATION



Only just into the second month of the year and things are gearing up for Bauma. The world's largest construction equipment exhibition, held every three years, has soon come around again. The last one, in 2010, was marred by the ash cloud from the Icelandic volcano that stopped air travel in most of Europe. Thankfully it appears unlikely that it will be a problem this time.

For many, of course, preparations are already at an advanced stage for Bauma 2013 in April. Even in January some exhibitor buildings were already up on site and assembly of the larger machines was underway. I was privileged recently to get early insight into some of the new cranes and transport equipment that will be launched at the exhibition. With full confidence I can say that visitors will not be disappointed as there will be a healthy amount of new and innovative products.

It is especially heartening to report the above in light of the continuing economic problems following the global financial collapse in 2008 that one could be forgiven for thinking would have stifled new product development. For the manufacturers to be able to design and develop, for example, dozens of new cranes, for launch at the same time is impressive enough. To have been able to do that while much of the engineering resource is engaged in a repowering programme to make mobile cranes comply with the latest engine emissions regulations, is all the more impressive.

This month's issue includes the first preview article on Bauma (page 23), to help visitors plan a trip. I look forward to presenting the comprehensive show guide issue next month and then the stop press article of last minute news in the April issue. Talking of early planning, just a note about one of the major evening events during the Bauma exhibition: The spectacular ESTA awards and dinner will be in Munich on Thursday 18 April. With a record number of around 70 entries received for the prestigious ESTA awards, this promises to be a great night.

ALEX DAHM

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For more information, visit www.manitowoccranes.com

ON THE COVER



Truck cranes

The 90 tonne capacity Manitowoc Grove TMS 9000E truck crane. For more on truck cranes see the feature starting on page 15.

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SPECIALIZED TRANSPORT

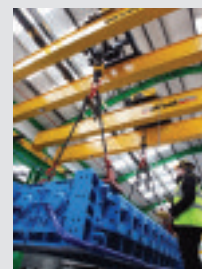
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The man-made island of Osaka, off the Japanese mainland, is teeming with trucks, cranes, and heavy cargo. *Tim Maughan* saw them all when he went to see the plant-moving expertise of Osaka-based transport firm Wakita Transport

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HIGHLIGHTS

■ Sarens has been given a Frame Agreement by Statoil for crane and lifting operations at Kårstø and Tjeldbergodden onshore facilities, Norway. "This contract is very significant for Sarens Norway and plays an integral part of our foundation for further growth and expansion in Norway," said Bjørnar Loe, CEO Sarens Norway. The agreement, which will last for up to six years, will also include arranging transport logistics services for the onshore facilities.

■ The GGR Group in the UK has added a tracked all terrain Galizia GK20 crane and a Galizia F200E Plus high-capacity crane to its hire fleet. The GK20 has a 2 tonne capacity and is designed to move over both uneven terrain and soft ground with gradients of up to 11.3 degrees. It is 820 mm wide, has a 5.15 metre working height and has a telescoping boom with a 3.5 m working radius. The F200E Plus has a lift capacity of 20 t and working radius is 6 m. The F200E Plus has a 9 m lifting height and can be fitted with a 4 tonne capacity hydraulic searcher hook to reach 11.4 m. Both are battery powered.

■ Hewden in the UK has expanded its rental fleet with the purchase of two 80 tonne and 120 tonne all terrain Terex cranes and 50 new JCB telehandlers.

Shantui and Manitowoc joint venture agreement

Manitowoc and Shantui have signed a joint venture agreement to build cranes in China, IC learned exclusively. Subject to Chinese authority approval, Shantui Manitowoc Crane Company, Ltd will build truck cranes for the domestic and export markets.

Construction equipment manufacturing giant Shantui, part of Shandong Heavy Industry, will hold 51% and Manitowoc 49% of the new joint venture entity. It will be structured so that Manitowoc is responsible for design engineering, manufacturing engineering, plant and product quality. Shantui will handle operations, financing and purchasing, plus the domestic distribution.

"It is a very important tactical and strategic move for us. We have a great fit with this company. Shantui is one of China's leading manufacturers of earthmoving equipment

and the company is looking to develop its presence in the country's mobile crane market. Similarly, Manitowoc has been developing its own presence in the Chinese truck crane market and we are now ready to move to the next stage of development with a stronger and larger partner," said Eric Etchart, Manitowoc Cranes president.

"I am very pleased with the co-operation between the Shantui and Manitowoc teams

to create a new company that leverages the strengths of both," said Jiang Kui, president of Shandong Heavy Industry Group.

Manitowoc's existing truck crane manufacturing joint venture partner, Tai'an Dongyue Heavy Machinery, is selling out and Shantui is coming in, with additional investment.

■ For a more comprehensive version of this story please see: www.khl.com

MANITOWOC CONTINUES DOUBLE DIGIT RISE

Fourth-quarter 2012 net sales in Manitowoc's crane segment were US\$767.2 million, up 11.6 % from \$687.6 million in the fourth quarter of 2011. The increase is continuing to be driven by strong sales activity in the Americas region and higher demand in emerging markets, Manitowoc said.

Crane segment operating earnings for the fourth quarter of 2012 were \$56.3 million, compared to \$38.8 million in the same period last year. For the whole Manitowoc Company, for the fourth quarter of 2012 sales were US\$1.1 billion, an increase of 10.0 percent compared to sales of US\$1.0 billion in the fourth quarter of 2011. The main driver was an 11.6 % increase in crane segment sales.

Kobelco: Brown retires, Evans joins

After 50 years in the crane industry Andrew Brown, pictured right, has retired from his sales manager position at Kobelco Cranes Europe in the UK. Brown will continue as a consultant for a limited time.



Mark Evans has joined the company and taken over sales responsibility.

Brown joined Kobelco in 2000 and was key in establishing the Kobelco brand in Europe and other parts of the world. "Andrew Brown is highly regarded and respected throughout the crane industry, both in the UK and many other parts of the world," said Masayuki Kimura, Kobelco Cranes Europe managing director. "His lifetime experience as a dedicated crawler crane specialist has been invaluable in the successful introduction of Kobelco crawler cranes."

Reflecting on his 50 years in the industry, Brown said, "It is fascinating to look back, not

just at the technical advances and performance of crawler cranes but, also, the changes among the manufacturers and their distribution networks. But for me personally, the most gratifying aspect has been the pleasure of dealing with the customers who are biggest-hearted individuals you could wish to meet – and I will miss all of that."

NCSG BUYS GRIZZLY CRANE

Edmonton, Canada's NCSG Crane & Heavy Haul Services will acquire Grizzly Crane Ltd of British Columbia.

Grizzly Crane, founded by Will Howe, offers crane rental services in the Tumbler Ridge and Chetwynd regions of British Columbia. According to Ted Redmond, NCSG president and CEO, the aim of the NCSG/Grizzly Crane acquisition is to target the mining, wind and shale gas projects operating in the region.

Howe will remain with the company as branch manager of NCSG/Grizzly Crane for the Tumbler Ridge region. The acquisition takes NCSG's fleet to 250 cranes, 170 lines of platform trailers, 200 trailers and 65 tractors.



HIGHLIGHT

■ The MacGregor division of Cargotec has secured an order from Dalian Shipbuilding Industry, in China, for 16 variable frequency drive (VFD) electric cranes. The cranes have been purchased for four 3,900 TEU (tonne equivalent unit) container vessels under construction for Singapore-based Pacific International Lines (PIL). Each four-crane ship set comprises three GLE4827/MLC/2744-2 cranes, with a safe working load of 48 tonnes at 27 metres outreach down to 27 tonnes SWL at 44 m outreach, and one GLE3528.5-2 with an SWL of 35 tonnes and an outreach of 28.5 m. Delivery of the first ship set is planned for the end of October 2013.

US crane company Morrow Equipment will introduce the first Liebherr 81K self erecting tower crane into the North American market. The Liebherr 81K offers two-line operation and has 25% more lifting capacity than its predecessors. According to Morrow the new crane has simple scaling, load swing dampening, is easy to transport and offers variable frequency drives, wind load control and an updated PLC system for precise control of crane functions. Morrow Equipment is an exclusive distributor for Liebherr. The firm operates from 23 locations in the USA, Canada, Mexico, Australia and New Zealand.

The new Liebherr 81K self erecting crane



Quadstar 1100 rough terrain new from Terex

The Quadstar 1100 is a new 110 US ton (100 tonne) capacity rough terrain crane from Terex Cranes. Highlights include a long boom for its class and a strong load chart, Terex said.

Its 47 metre double keel boom has a dual mode, meaning, in mode 1, lighter sections can be extended first for higher capacity at long radius or, in mode 2, the stronger sections can be used first for higher capacity at shorter radius. Tip height on main boom only is 50 m while the 8 / 16 / 22 m offsettable (at 0, 15 and 30 degrees) jib increases that to a 72 m maximum with two jib sections and a pullout extension.

Power is from a six cylinder, 260 hp Cummins QSB6.7

diesel. The hydraulic system is designed to reduce the number of potential leak points and is easier to service, Terex said. It has three outrigger position

settings. Three-mode steering is for better manoeuvrability and the new design cab tilts hydraulically to 18 degrees for better boom tip visibility.

SENIOR MANAGEMENT CHANGES AT TEREX

Terex Corporation has appointed Terex Cranes president Kevin Bradley to chief financial officer. Bradley takes up his role as senior vice president and CFO after the filing of the company's annual report for 2012. Replacing Bradley as the head of Terex Cranes is Tim Ford.

In another change, moving back into Cranes is Steve Filipov. He has been appointed president of Terex Material Handling & Port Solutions. Filipov will also hold the position of chief operating officer of Demag Cranes AG when the current CEO, Aloysius Rauen, leaves the company later in 2013.

Ford was previously president of Terex Aerial Work Platforms, a position to be occupied by Matt Fearon. Ford will continue to manage both the Terex Utilities business and the recently established Terex Services North America operation. George Ellis, currently president of Terex Construction, will continue in the same role; however he will now have responsibility for the company's operations in India.

Schmidbauer in 600 tonne tandem lift

German crane and transport contractor Schmidbauer co-ordinated a 600 tonne lift at the ABC-Halbinsel offshore terminal in Bremerhaven using two 750 tonne capacity Liebherr LR 1750 crawler cranes. The lift was to carry the upper section of a jacket structure for the Borkum West II offshore windpark and keep it held in place while it was welded to its 900 tonne base. According to Schmidbauer, this was the first time two identical LR 1750s executed a tandem lift of a single object.

The two cranes were configured with 42 metre main booms, 28 m luffing jibs and 31 m derrick booms with 260 tonnes of suspended ballast. Moving in parallel, at a distance of 70 m, the two Liebherrs carried the jacket from its assembly platform and placed it onto the lower section on the first attempt. The cranes then held the structure in place for two days while welding



Two Liebherr LR 1750 crawler cranes work in tandem to lift a 600 tonne jacket structure at the ABC-Halbinsel offshore terminal in Bremerhaven

work was completed. The shackles and ropes were then removed at a height of 50 m using a 450 tonne telescopic crane with luffing jib.

The ABC-Halbinsel offshore

terminal in Bremerhaven is used for the temporary storage of offshore wind parks and to load this equipment onto construction vessels for offshore installation.



Manitowoc reveals 165 tonne crawler crane

Manitowoc will introduce a 165 tonne capacity lattice boom crawler crane at the Bauma 2013 construction equipment exhibition in Munich, Germany.

The MLC165 has a maximum boom length of 84 metres and fixed jib and luffing jib options. With a fixed jib the maximum boom and jib combination length is 93.4 m (69 m main + 24.4 m jib). With a luffing jib, however,

this reach increases to 102.8 m (51 m main + 51.8 m jib). Its maximum load moment is 762 tonne-metres.

The crawler crane comes with either a 224 kW Cummins Tier III engine or a 239 kW Cummins Euromot 3B engine.

Jerry Maloney, global product director at Manitowoc, said, "This self-rigging crane is loaded with all the latest technology to benefit everyone from owners to the operator."



Manitowoc MLC165 crawler crane

HIGHLIGHT

■ The opening ceremony of the XCMG Brazil manufacturing base was held in Pouso Alegre, Minas Gerais on 22 December 2012. The manufacturing base covers 800,000 square metres and has had a total investment of US\$200 million. It will have a production capability of 7,000 pieces of construction machinery a year, including cranes, excavators, loaders, road rollers and graders, the manufacturer said. The base will help establish XCMG's global deployment, as well as building a local XCMG in South America. It is estimated that XCMG Brazil Manufacturing Base will have been completed and put into production by 2013, and its turnover will be \$500 million in 2015.

NCCCO TAKES CHECKS ONLINE

The US National Commission for the Certification of Crane Operators (NCCCO) has introduced an online certification verification system. The new system, called Verify CCO Online (VCO), allows the credentials of CCO-certified individuals to be instantly checked via the internet.

NCCCO executive director, Graham Brent, however, stressed that printouts from the VCO system are not considered valid proof of certification by themselves and do not replace an official CCO photo ID certification card. "We expect this system to become an increasingly important tool for employers and government entities seeking to verify operators' certification status," Brent added.

Users can access the system either through the NCCCO website www.nccco.org or via the dedicated VCO web address, www.verifycco.org. The free-of-charge system can be accessed via a PC, Smartphone or tablet.

Potains on nuclear build

A dozen Potain cranes are working in temperatures close to minus 40 degrees centigrade as they help construct a nuclear power plant in Zarechniy, Beloyarsk region, Russia.

The cranes include five MDT 178s, three MD 208 As, two MDT 218s and an MD 238 A. There is also a 4 tonne capacity Igo 50 self erecting crane. The tower cranes offer

capacity up to 10 tonnes and are all configured with maximum length booms.

The 12 cranes are lifting pre-cast concrete sections, formwork and other construction materials, including armour-plated doors which can weigh up to 18 tonnes.

The cranes have been fitted with special cold weather kits.

Cold weather working for Potain towers



Havator expands with seven Groves

Scandinavian rental and transport company Havator has added seven Grove cranes to its fleet. One of the new units is the RT9130E rough terrain crane, which has a 120 tonne capacity and a 48.5 metre boom, which can be extended to 85 m with the use of jib attachments.

Other additions include four 75 tonne capacity RT880s, the GMK5095, GMK5130, GMK5170 and GMK5220. The cranes will help meet demand for high-quality and durable lifting equipment at industrial projects in Scandinavia, the company said.

Commenting on the purchase, Erkki Hanhiova, Havator group president, said, "Industrial projects, particularly in the mining sector, are very active. These projects demand powerful equipment that can reach remote, off-road locations with

ease. Our new Grove cranes not only have the capacity, but the build quality to reach places where other cranes often struggle."

The seven Grove cranes will work across Finland, Sweden and Norway.



Scandinavian rental and transport company Havator has added seven Grove cranes to its fleet

HIGHLIGHTS

■ Tower crane manufacturer Wilbert in Germany has gone into administration with the implementation of insolvency proceedings. On 25 January Wilbert Tower Cranes GmbH in Waldlaubersheim registered at the District Court of Bad Kreuznach for insolvency proceedings. Insolvency lawyer Martin Lambrecht will continue to operate the company with all 129 employees, a statement read. Unaffected by the bankruptcy proceedings, are the separate companies Wilbert Crane Service GmbH in Stromberg and Wilbert Montage GmbH in Warmsroth, Germany. Wilbert Tower Cranes moved to Waldlaubersheim in 2008 to manufacture tower cranes.

■ Strabag has postponed its planned €300 million investment in the German offshore wind industry. The news comes after Germany introduced a new law at the start of 2013 that put in place a lower cap on the penalty that grid companies must pay for delays in connecting offshore wind farms to the mainland. German company EnBW has also announced that it is postponing a €1.5 billion investment for planned North Sea wind farms.

Elliott shows new 45 tonner

US crane manufacturer Elliott Equipment Company has added a new boom truck to its line up with the launch of the 45 US ton (41 tonne) capacity model 45127R.

The 45127R is the first and highest capacity Elliott Equipment boom truck with a design that allows for a 50 state federal bridge legal mounting configuration on five axles.

It has a five-section telescopic boom with a maximum sheave height of 137 feet (41.7 metres) and an optional telescopic jib for lifting or aerial basket work.

Other features include a 360 degree load chart without a front stabiliser, full hydraulic



The new Elliott Equipment 45127R boom truck

or electric over hydraulic controls, swing counterweight, air conditioned operator cab and optional radio remote control. Available accessories include a transmission package

with a jib, basket and remote controls, and an oilfield package featuring an auxiliary winch, rooster sheave, winch drum rotation indicator, and the swing counterweight.

New Shuttlelift DB70 for KW Precast

Shuttlelift DB70



KW Precast (formerly known as JW Peters) in Wisconsin, USA, has put its new Shuttlelift DB70 double-beam mobile gantry crane to work at its concrete manufacturing site.

The DB70 lifts bridge beams and parking garage double tees. According to the company, the cranes KW Precast originally had on site were inadequate for lifting the precast concrete structures. As a result the DB70 was chosen for the work.

Terex commissions tandem lift assistant



The lock gate lifted by the cranes using the Tandem Lift Assistant weighed 236 tonnes

In Germany Terex Port Solutions has commissioned a Tandem Lift Assistant at Rendsburg Port Authority. The Tandem Lift Assistant system allows computer-controlled synchronised operation of a pair of cranes by a single crane driver. Data is exchanged between the cranes via a secure wireless LAN. The cranes performed their first commercial tandem lift in December, where they handled a 236 tonne lock gate. The first of the two Terex Gottwald mobile harbour cranes was a Model 3 crane, variant G HMK 3405, which has a capacity of

100 tonnes. The second crane was a Model 8, G HMK 8610 with 150 tonnes capacity.

Peter Klarmann, Rendsburg Port Authority managing director and owner of the two cranes, said, "The Tandem Lift Assistant enables us to perform lifts with loads weighing up to 250 tonnes, which is more than any other crane in this region of Germany. Thanks to this capability, our cranes offer customers around the Kiel Canal a unique opportunity, which, of course, ensures us a competitive advantage when it comes to handling large, bulky and very heavy cargoes."

HIGHLIGHT

■ Texas-based Contractors Crane Company has taken delivery of a new Badger 15 US ton (13.6 tonne) capacity CD4415 rough terrain crane. The CD4415 cab-down model is 11 feet (3.3 m) tall. Contractors Crane initially ordered three units. The crane has four-wheel drive and four-wheel steering and multiple boom configurations. The new crane is also marketed as a Manitex M150.

■ CORRECTION: Please note that the capacity of this 15 US ton crane was incorrectly reported in a previous issue. IC apologises for any confusion.

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The January effect?

The first five weeks of 2013 saw share prices climb all around the world. The Dow was up 3.5%, while there were stronger surges of 4.24% for the FTSE 100 and 4.71% for the Nikkei 225.

It is common to see share prices rise during the month of January. Indeed, the "January Effect" was identified as long ago as 1942. There are several theories on why this pattern emerges. One is that small investors tend to sell shares towards the end of the year for tax purposes and then reinvest in January, driving prices up. Another is that salary bonuses tend to be paid in January, and some of this money finds its way to the markets.

There are also some economic reasons why share prices have risen over the course of the month. The first is the successful avoidance in the USA of the "fiscal cliff", a set of tax increases and spending cuts that were due to be automatically triggered at the start of the year as a precondition of the debt ceiling agreement that was reached in the summer of 2011.

Although an agreement was reached between Republicans and Democrats, it was not as far-reaching as it could have been. More negotiation is needed on the key issues of tax and entitlements (state-funded benefits) to restore stability to the system and, ideally, start to reduce the deficit.

Crane shares

The lifting sector was pulled along by the general buoyancy in January, with the *IC Share Index* gaining 9.66% in value. It remained, however, a little weaker than it was 12 months previously, whereas the mainstream indexes have achieved significant year-on-year gains.

Looking down the list of companies that make up the *IC Share Index*, it is clear that the problem still resides in China, with several of the country's key manufacturers still seeing their share prices sitting at lower levels than a year ago. The exception to this rule is Zoomlion, which has not seen

losses on the same scale as its domestic competitors over the last 12 months.

Elsewhere in the Index, the industry looks healthy. There were plenty of double-digit gains over the course of January, and there has been some remarkable growth in places compared to a year ago – most notably for Hitachi, Tadano and Terex.

The next major event on the horizon is the full-year results season, which was getting underway as *IC* went to press. It is normally a time when stocks fall, although some market followers would attribute this to the unwinding of the January effect. ■

Share prices enjoyed a rally in January, as is the normal seasonal pattern, and the lifting sector was no exception.
CHRIS SLEIGHT reports

FEBRUARY IC SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	CHANGE	% CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
IC Share Index*		66.13	72.52	6.39	9.66	73.37	-1.16
Legacy IC Share Index**		308.62	328.30	19.68	6.38	292.94	12.07
Dow Jones Industrial Average		13391	13861	469.22	3.50	12705.11	9.09
FTSE 100		6044	6301	256.52	4.24	5796.10	8.70
Nikkei 225		10688	11191	503.23	4.71	8849.17	26.47
Hitachi Construction Machinery	YEN	1882	2160	278	14.77	1473	46.69
Konecranes	€	26.83	25.14	-1.69	-6.30	20.84	20.63
Kobe Steel	YEN	112	118	6	5.36	129	-8.17
Liugong	CNY	9.77	10.53	0.76	7.78	13.94	-24.46
Manitowoc	US\$	16.63	17.60	0.97	5.83	15.12	16.40
Palfinger	€	17.01	21.97	4.97	29.20	17.08	28.67
Sany Heavy Industry	CNY	10.39	12.00	1.61	15.50	13.94	-13.89
Tadano	YEN	749	871	122	16.29	519	67.98
Terex	US\$	29.06	32.38	3.32	11.42	22.00	47.22
XCMG	CNY	11.40	13.25	1.85	16.23	16.09	-17.63
Yongmao Holding	SGD	0.08	0.10	0.02	25.00	0.11	-6.54
Zoomlion	CNY	9.20	9.71	0.51	5.54	9.29	4.58

*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	6.23242	6.229255	-0.0032	-0.05	6.307005	-1.23
€	0.6226	0.6307	0.0081	1.30	0.6331	-0.38
Yen	88.22	92.16	3.94	4.46	77.10	19.52
UK£	0.7678	0.7344	-0.0333	-4.34	0.7566	-2.93

Period: Week 1 - 5

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BOOM TRUCKS



The CLG TC500 is a new 50 tonne capacity truck crane from LiuGong in China

Testing times

Road regulations are reshaping the truck crane sector but, as laws get ever more stringent, the truck crane remains a popular choice. LAURA HATTON reports

Thanks to its versatility in lifting and its travel ability, the truck crane is one of the biggest selling crane types in the world. In Asia its popularity continues to grow. As we move into an era of tougher emission laws and strict road regulations, however, the practicality of the truck crane comes under increasing pressure.

It is an issue affecting everyone from manufacturers to end users, and even rental companies. As Frank Bardonaro, president of US crane rental giant, Maxim Crane Works, explains, "Department of Transportation (DOT) rules have a lot to do with the type and size cranes we select for various regions."

"The fact is that on a global basis there is no uniformity [of road regulations] and it is a constant work in progress to ensure

that our industry remains compliant. We work closely with the states and townships, and with manufacturers and industry groups to help improve these issues, but they are always changing and it requires extreme diligence to remain compliant."

The problem is that road regulations vary widely around the world. In, for example, the UK, road regulations allow wheeled mobile cranes up to 16.5 tonnes per axle, with certain restrictions, whereas most European countries have a limit of 12 tonnes per axle. European road regulation also involves legislation on axle separation, which again varies accordingly. As many end users will verify, however, road regulations prove to be an even bigger issue in the USA, where laws can vary from state to state.

Agustin Dominguez, speaking from Terex, put the issue into perspective, "In one US state the limit could be 10 tons per axle, with complex regulations on axle separation but, in the same state you could have further confusion due to certain roads that have their own unique regulations. It is an issue that we always have in mind when we are developing new cranes."

Product development

Rather than deterring truck crane manufacturers, increasing regulation has come with an influx of new truck cranes, all of which aim to be compliant with the varying road laws. Italian crane manufacturer Ormig's 804AC, which has a total gross vehicle weight of just under 32 tonnes, allowing it free road and motorway travel without needing any special permits, the company said. Another feature making it transport-friendly is reduced overall dimensions, which helps meet customer demand for manoeuvrability on site. The 804AC offers an 80 tonne lifting capacity and a 36 metre telescopic boom in six sections. "It also has versatility and is particularly useful in heavy works, with the advantage of a quick travel," says Gian Paolo Aschero, Ormig spokesperson.

In a similar vein, Manitowoc's TMS series of Grove truck cranes is designed to meet some of the most demanding road regulations in the world. "Requirements for the movement of truck cranes in North America are notoriously strict," the manufacturer explains, "and, to complicate

The Grove GBT35 is a popular choice across Australia, manufacturer Manitowoc says





Ornmig's 804AC truck mounted crane comes in under 32 tonnes for unrestricted road travel

matters, they vary from state to state. Customers in North America want truck cranes that conform to this wide variety of regulations."

As a result, Manitowoc's TMS 700, TMS 800 and TMS 9000 are each designed with "ease of roadability" factors, while still retaining important qualities, such as fast set-up and strong load charts, the company says. "Our TMS series meets some of the most demanding road regulations in the

world... [they can] travel with as much on-board equipment as possible, in terms of jib, counterweight, ancillary equipment and so on."

Also from the USA is Link-belt's HTC-86100, another truck crane that meets such demands. According to the company, the HTC-86100 can be configured to meet some of the toughest transportation laws. The 100 US ton (85 tonne) capacity hydraulic truck crane has a 38 to 140 foot

(11.6 to 42.7 m) five section boom and a 237 foot (72 m) maximum tip height. As expressed by Jim Gregory and Jim Gregory, Jr, president and vice president, respectively, at Hagerstown, Maryland-based crane rental company Digging & Rigging, "Link-belt's HTC-86100 offers versatility and excellent transportability."

A similar issue of transport occurs in Australia, where truck cranes need permits to travel on roads and bridges. This legality has driven a new wave of truck cranes into the Australian market. The Grove GBT35 is one such example, "The GBT35 is lighter than comparable truck cranes, making it easier to gain permits to travel on roads or over bridges, for example, that other cranes would have to avoid," Manitowoc explains. "In addition, in Australia, the GBT35 avoids the need for an Intelligent Access Program (IAP) tracking system that can hinder crane movements, adding time to projects."

Without conflicting with its manoeuvrability features, the GBT35 has a 39 m full power boom and capacity is shown as 900 kg at a 30 m radius with the boom fully extended.

CROSSING BOUNDARIES

As manufacturers of truck cranes, boom trucks and all terrains continue to evolve to meet customer requirements, the boundaries between the crane types have begun to blur. Issues are mainly around weight, chassis and cost.

When you move into the 45/50/60 tonne capacity boom truck range, the loading capability has been sacrificed to have more capacity, and you are into truck crane territory. Chinese manufacturers offer several hydraulic truck cranes up to 160 tonnes capacity and even slightly higher (Zoomlion and XCMG have exhibited 220 tonne models) – an area generally considered to be the domain of the all terrain.

"There is always discussion over the top end of the capacity class for truck cranes, and when it is economical to run, say, a 150 tonne truck crane versus an all terrain crane of the same capacity. We're constantly evaluating the market in this regard but, at present, our feeling is that above 120 tonnes capacity the market is stacked in favour of all terrains. While we could develop larger truck cranes, the anticipated sales volumes, combined with development costs would make it uneconomic," Manitowoc says.

On the crossover between truck cranes and boom trucks, Jim Glazer, Elliott Equipment Company president, points out that, "Currently the dividing line in the boom truck and truck crane market is in the 40 to 50 ton [36 to 45 tonne] range. Like most things in the crane market, boom trucks continue to get longer and stronger and, as a result, the dividing line between these classes of product will likely continue to move to higher tonnages in the years to come.

"Boom trucks have several advantages over truck cranes. These advantages include weight (boom trucks weigh less so use less fuel and cost less to operate); chassis (boom trucks use commercial truck chassis, while truck cranes use custom chassis); and ownership cost (boom trucks cost significantly less than truck cranes in comparable capacities, both upfront and over the life of the product)," Glazer continues.

Customers demand the highest lifting capacity for the lowest cost. To achieve this hybrid designs are emerging in the mobile crane market. For example, Terex's Crossover series of high capacity boom trucks has the upper structure of a truck crane mounted on a commercial carrier, arguably constituting a hybrid between a boom truck and a truck crane.

Of course, with all terrains the capacity and capability that a truck crane can offer is there, with the added bonus of off road capabilities and all-axle steering for manoeuvrability. In addition, with all terrains typically being custom-built, end users can influence the final design and, most importantly, be in control of its performance and limits. With such freedom on design, however, what would the end product really be? A truck crane, a boom truck or an all terrain? Let's see how this develops.

Cost effective

Truck cranes have always been considered cost effective but, as Bardonaro suggests, customer demands are pushing truck cranes into a competitive market, "Most customers want to reach as high as they can with as much as they can and set [the crane] as far away as they can for the lowest price. This means that basically every segment is in a very competitive market."

It does, however, encourage collaborative partnerships between providers and end users, as Bardonaro explains, "We work with industry groups to provide [customers] with the most cost effective and safe equipment for their specific needs.

"The goal is to design and operate a machine that provides maximum production without sacrificing safety and operator comfort," Bardonaro continued, "As a union contractor, one of the key issues revolves around various labour

>



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requirements with different locals. We work closely to ensure that the labour unions are able to identify the needs of local competition without jeopardizing safety.”

Dominguez was further able to elaborate on the topic, “Versatility (the ability to take multiple types of jobs) and transportability (cost effective transportation) are influencing factors in truck crane design,” but customers look for a profitable crane and “a profitable crane is a safe crane.”

So with safety in mind, how can a truck crane be both versatile, transportable and yet cost effective? Robert Carden, director of TRT, Manitowoc distributor in New Zealand, put it in perspective, “Although there are cranes out there with good lifting performance, they are hindered by being paired with poor quality trucks, which has negatively impacted their reputation. These

other cranes make long journeys tiresome and repairs are regularly needed.”

To meet these demands, Manitowoc has introduced the Grove GBT35. Fitted to a European truck that allows travel up to 90 km/h, it also has air bags for driver safety and air suspension for a more comfortable ride. “This makes a huge difference” Carden said, “it means operators can travel farther to complete more jobs.”

Looking ahead

With a relentless stream of regulations and customer demands, manufacturers the world over will introduce a number of modern truck cranes in 2013. At the time of writing in late January, Manitowoc has announced the impending launch of four truck cranes from its Chinese joint venture with Shantui, the Shantui Manitowoc Crane Company Ltd.

“Initially, four truck cranes will be available from this joint venture. These will be the GT8, GT10, GT20 and GT25, 8 to 25 tonnes capacity,” Eric Etchart, Manitowoc Cranes president, told *IC*. Three of them are from the existing 2008 joint venture with Tai’An Dongyue Heavy Machinery. The largest, the 25 tonner, will be new and will be followed by a new 55 tonne capacity model. Built for the domestic and export markets, they will be available from May



To meet customer demand, the Manitowoc TMS 9000 is designed for fast set-up



The Terex Toplift 036G was launched at the Bauma China exhibition in November



The Manitowoc TMS700 E, as with all Manitowoc’s TMS series cranes, is designed to travel with as much equipment as possible, while still meeting tough road regulations



2013 and further models in the 70 to 100 tonne capacity range will follow.

Terex has also launched two new truck cranes, the Roadmaster 9000 and the Toplift 036G. The Roadmaster 9000 has a lifting capacity of 80 tons (72.5 tonnes), a boom length of 50 m and a maximum tip height of 74 m with boom extension. It includes a touch panel control system, automatic counterweight rigging and a 5 section pin lock telescopic boom with reduced weight.

The Toplift 036G has a 36 tonne capacity and a lightweight five-section boom with a 38 m fully extended boom length and 51 m maximum tip height. Its 14 m jib offers 1- to 30-degree offset positions. The new cab design includes the removal of the B-pillar to improve operator visibility.

Further to these new releases, all the Chinese manufacturers continue to be prolific in expanding their truck crane series. For more on the latest products from China, see *IC* January 2013, page 15. As one example, Chinese manufacturing giant XCMG has introduced several new truck crane series. First is the BY series for the Southeast Asian market. It is for right-hand drive operation. Main applications are to assist in the construction of houses, bridges and roads. In addition, there is the KN series, engineered for the Brazilian market. For Europe, XCMG will launch the XCT-2 series truck cranes, which is mainly for the construction of houses, bridges, roads, etc, the company says. Further information will follow as it becomes available.

From Italy, Ormig presents its model 104AC and the model 804AC (mentioned previously). The 104AC has a 100 tonne lifting capacity and a 46 m telescopic boom in eight sections. Both models can have a “tilting head” with an attachment to reduce the headroom requirement.

“Optional equipment includes fly jibs of various lengths, driving control from the upper-structure cab, an electric motor drive for working indoors, auxiliary counterweight and different fittings according to operator requirements,” Gian



The HTC-86100 has been a popular choice because it can be easily configured to meet various road regulations, manufacturer Link-Belt says

that these market trends are due to the transportation benefits and smaller vehicle size that are associated with the truck crane.

When it comes to the busiest markets, however, more than 90 % of the world truck crane sales are in China. The busiest sector is from 25 to 50 tonnes capacity and, according to Terex, "25 tonne truck cranes are considered to be for the emerging markets, particularly throughout China where they are ubiquitous." With the bulk of the world's truck cranes built and sold in China, even where sales having fallen there in the last year by more than 40%, manufacturers are increasing their export focus, especially to developing countries. "We believe there is a good opportunity for a China-built truck crane with good quality and performance attributes in emerging markets. Manitowoc plans to play an important role in that."

Outside China, North America is a busy market, followed by areas in Latin America and the Middle East.

Paolo Aschero added and "the reduced overall dimensions compared with remarkable capacity, offer an important versatility, particularly useful in heavy works, with the advantage of a quick travel."

Market trends

In the last 12 months both Manitowoc and Maxim Crane say that they have seen customers favouring the 90 ton (82 tonne) capacity class truck crane. Manitowoc has also seen the TMS 9000 and the 35 ton (32 tonne) NBT 45 (which is sold as the GBT35 in markets outside North America) being a popular choice. Frank Bardonaro suggests



The Terex Roadmaster 9000 has been designed for reduced weight to meet road laws

Design parameters

Issues surrounding cost, safety, versatility and transportability are major drivers in shaping what the truck crane industry has to offer. It is forecast that because of lower operating costs and less DOT issues compared to all terrain cranes, the demand for the truck crane will continue to increase, with the next generation of truck crane products reflecting industry needs in terms of application, speed and other



A Maxim Link-Belt HTC8670, which has 70 US tons (64 tonnes) capacity, replacing de-energised power poles in San Diego, USA



Zoomlion's new 220 tonne capacity QY220V truck crane on show in November 2012

legislative factors.

"In the end, a crane will earn money if it can perform the job but it can only perform the job if it can get there," said Agustin Dominguez. "It's among our top priorities to create a crane that is profitable. And that involves being compliant and transport efficient."

Finally, Jason Pearce, national sales manager at Manitowoc in Australia, said that where truck cranes are becoming ever more popular, its versatility and performance will make it a favourite for contractors and rental companies alike. ■

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Building bridges

Working in a confined space, lifting services specialist Riga Mainz lifted a steel bridge over the busy A6 road near Kaiserslautern, Germany.

IC reports



The CC 2500-1 puts the 70 metre-long steel footbridge in place

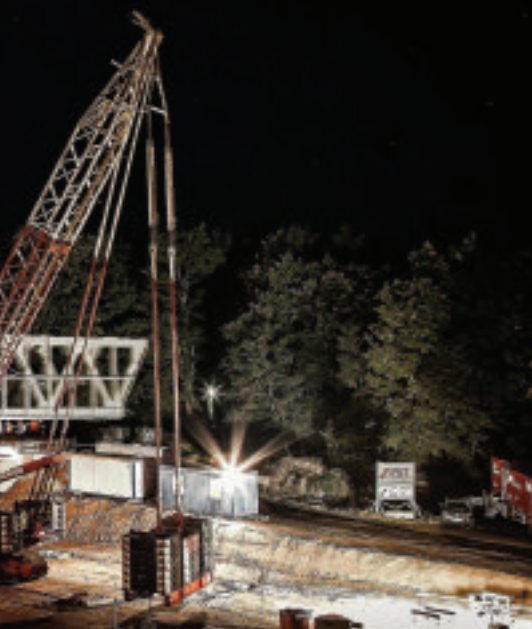


The bridge sections to the right and left of the freeway had already been assembled and erected prior to the lift

Specialist contractor Riga Mainz overcame several challenges to lift a steel footbridge over the A6 highway near Kaiserslautern in Germany late last year. The 265 tonne bridge was 70 metres long. It had to be lifted overnight while keeping to a strict schedule.

The installation of the footbridge was part of an ongoing project to widen the A6, which experiences high volumes of traffic during rush hour. The autobahn was being expanded from four lanes to six. As a result the existing footbridge had to be replaced. During the weeks before the lift, the bridge sections to the right and left of the main road were assembled and erected. To make





The Terex CC 2500-1 on site with an assist crane next to the A6 autobahn in Germany

it possible to place the bridge, the freeway was closed off in both directions between 18.00 on Saturday and 08.00 on Sunday. Riga Mainz chose a 500 tonne capacity Terex CC 2500-1 lattice boom crawler crane as the main lifter.

Being situated in the middle of the autobahn meant that space and time were issues. "This type of freeway lift is always complex and requires a perfectly co-ordinated team and an absolutely reliable machine. This is why we decided on the CC 2500-1 for this project – it's easy to transport and set up, and it's enormously powerful despite its compact dimensions," explained Kathrin Marx, Riga Mainz

project manager.

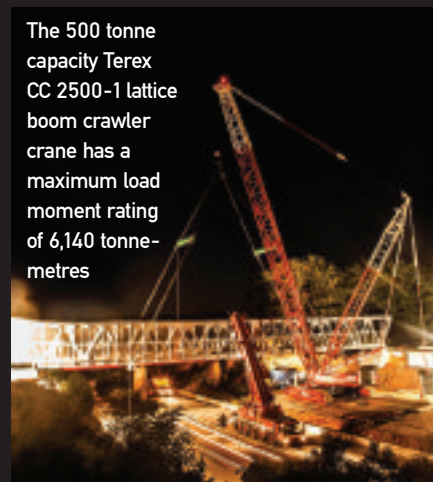
The CC 2500-1 was transported to site using 24 trucks and was assembled within three days by five Riga Mainz technicians. During this time it was supported by an assist crane. The crane was assembled with a 54 m main boom and a 30 m superlift mast. The 200 tonne superlift counterweight was mounted immediately before the lift at the closed-off road.

Uwe Langer, Riga Mainz general manager, who performed the lift, said, "Usually my son Tim would have been the one to operate this crane. He generously let me handle this lift with the CC 2500-1 though, so I could stay in practice."

After the superlift counterweights had been mounted, the bridge was slung. However, since the steel structure's centre of gravity was not at its centre, the rigging equipment was specifically selected to counteract and accommodate the imbalance.

Once everything was in place, the CC 2500-1 lifted the bridge to a height of 10 m, moved forward five metres under load, and swung the bridge into position. Langer then reduced the main boom angle from just under 82 to 76 degrees to increase the working radius from 11 to 16 m. This placed the bridge exactly above the corresponding mounting points so that it could be perfectly placed on them. After this, the crane was brought to its starting position and then moved back five metres. The lift was completed as planned around

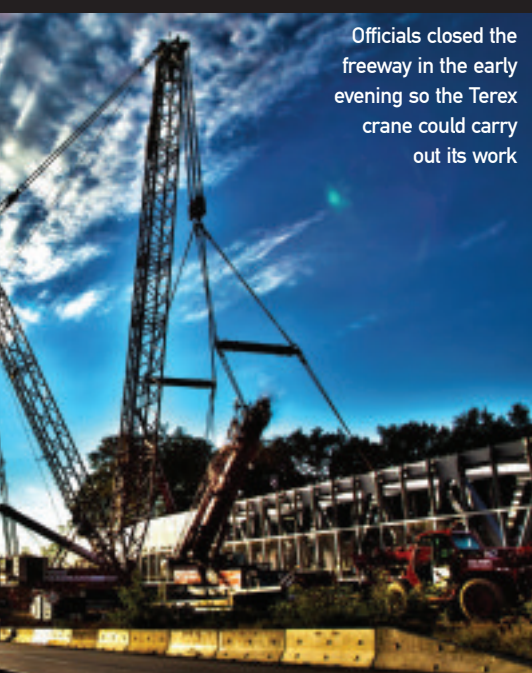
The 500 tonne capacity Terex CC 2500-1 lattice boom crawler crane has a maximum load moment rating of 6,140 tonne-metres



23.30 and the road was opened on time.

"The CC 2500-1 proved to be the right choice for many reasons, not the least of which was its compact dimensions and quick setup times," explains Langer, who already had another project planned for the crane. After the crane was disassembled it was loaded up and transported directly to Ludwigshafen to lift a 13 tonne reactor at a chemical plant.

The history of family-owned crane and transport company Riga Mainz goes back 75 years and four generations. Headquartered in Mainz, Germany, it offers a range of crane and heavy haulage services. The fleet comprises around 25 all terrain cranes with lifting capacities up to 500 tonnes and two crawler cranes, of 500 and 750 tonnes capacity.



Officials closed the freeway in the early evening so the Terex crane could carry out its work



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bauma 2013

Coming up in April is Bauma 2013, the biggest construction show in the industry's calendar. *IC* presents the first of three previews of the event, starting with a quick look to help in organising a visit

This year's Bauma exhibition in Germany will be the largest construction equipment exhibition ever held. The 30th edition of the event, Bauma 2013, runs from 15 to 21 April in Munich.

For 2013 the exhibition area has been increased to 570,000 square metres from the 550,000 square metres at the last event in 2010. Around 3,300 exhibitors from around the world will be there, revealing

a huge range of new products for the construction industry. More than 450,000 visitors are expected.

Commenting on the extended exhibition area, Georg Moller, exhibition group director for show organiser Messe München International said, "With this additional space we can now admit more exhibitors than at the last event."

According to Wolf-Dietrich Müller, executive director of capital goods shows

BAUMA 2013

ESSENTIAL INFORMATION ABOUT THE SHOW AND ITS ORGANISER

WHAT:

Bauma 2013 exhibition of construction and mining equipment

WHEN:

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Saturday: 08.30 to 18.30
Sunday: 09.30 to 16.30

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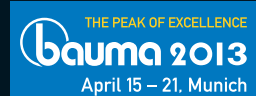
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at organiser Messe München, however, exhibitors are still looking for bigger stands, even though the area has been expanded by 20,000 square metres.

During the event awards will be given for innovation. The four categories for the awards are machinery, components, research and design. Anja Schnieder of the German Engineering Federation (VDMA), which is partner to the exhibition, said that 156 entries had been received for the awards.

Running on a three year cycle, Bauma 2013 will showcase a full range of new models and products for the crane and lifting industry and for the specialized transport sector. As with previous years, the major names in the crane industry will be there. Expect to see spectacular displays of new cranes from the likes of Liebherr, Manitowoc, Sennebogen, Tadano faun and Terex, all largely produced locally in Germany.

From further afield in Europe will be



TRAVEL

PLAN YOUR TRIP TO MUNICH FOR BAUMA 2013

TRAVEL TO MUNICH

The nearest airport is Munich Airport. During Bauma, a shuttle bus service will run from the airport to the Trade Fair Centre every 30 minutes. The journey takes 45 minutes and tickets are €8.00 one-way or €13.50 for a return journey. Taxis from the airport to the Trade Fair Centre cost an agreed fixed rate of €56.00.

For journeys into Munich city centre from the airport, take the S1 or S8 urban rail lines to the Hauptbahnhof (central station) or Ostbahnhof (eastern station), or stations and connections along the route. Bus services are available serving different parts of the city – check information counters at the airport, depending on your destination. A limited number of hotels offer a shuttle bus service.

Taxis are available but be aware that the airport is some 30 km from the city centre, so fares to the city centre are likely to be €60.00 or more.

Rental cars are available at Munich airport from Avis, Europcar, Hertz, National/Alamo and Sixt. Service counters and pick-up/drop-off points are in Terminal 1.

Munich is also well served by rail and road networks.

HOTELS

Bauma's popularity means hotel rooms are hard to come by in Munich during the show, and rates are nothing short of extortionate. Expect to pay triple the rate of non-busy times for a room but it is not unheard of to be asked to pay five to ten times the normal advertised room rate.

Reservations can be made through:

www.tradefairs.com

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GETTING TO BAUMA

The New Munich Trade Fair Centre is served by the U2 underground metro line, part of Munich's extensive public transport network. The Messestadt West station is at the main entrance to the trade fair, and is convenient for the lower numbered exhibitions halls (A1 to A3, B0 to B3, etc). The Messestadt Ost station is more useful for the outside exhibition areas and the higher numbered halls (A4 to A6, etc).

There is also car parking available at the trade fair centre and a steady flow of taxis. Bear in mind that the huge numbers of visitors to Bauma can lead to heavy traffic and delays, particularly at peak times.

a strong showing from the loader crane manufacturers, including leaders Fassi, Hiab and Palfinger. In addition to product from the general crane manufacturers mentioned above, European tower crane manufacturers will be well represented by Linden Comansa and Wolffkran, among others.

A strong US showing is promised, notably from Link-Belt. From Japan, look out for Kobelco and Hitachi Sumitomo, among others. If last November's Bauma China exhibition is anything to go by then that country will be well represented, with its major manufacturers, including Sany, XCMG and Zoomlion, giving a strong showing. ■



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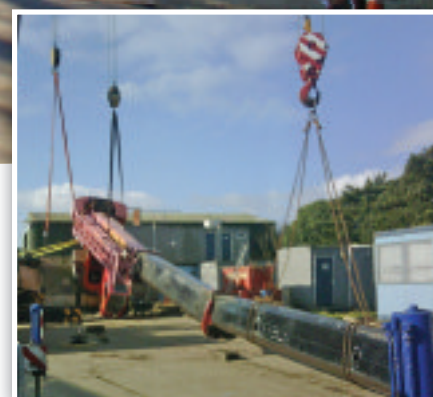
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Following an incident care needs to be taken during recovery to avoid side loading the boom and causing further damage

High grade

Recent changes in the design and material used in the booms of telescopic cranes has made repairs a lot more difficult and complicated, as COLIN SOWMAN finds out



Thankfully the incidence of cranes suffering boom damage has reduced over the last few years – partly through lower workloads during the recession and partly because of the increasingly sophisticated warning systems that prevent modern cranes from being damaged by overloading.

While repairing booms by welding in a new section was relatively easy on older cranes, on the modern generation of machines things are less straightforward. Gone are the old mild steel box section telescopic booms and in their place are half-round or 'D' profile booms made from high-tensile steel. The steel in this new generation of booms is heat treated to provide the optimum balance between lightness and strength, allowing heavier loads to be lifted to greater heights than ever before.

While the in-use benefits of these newer designs are self-evident, if the boom becomes damaged the complication and level of skill required to repair them is now far higher than in the past. "The

older stuff with box section booms is very repairable; you can easily insert new mild steel plates as it gets its strength from the box section," says John Miller, aftersales manager for mobile cranes at Manitowoc in the UK.

"With anything built in the last eight years or so, if there is damage in the lower [half round] part of the boom section then it may not be repairable. It is a case-by-case situation. The lower section may look semi-circular but it is created by around 36 carefully spaced and controlled bends to create that profile and it relies on its shape and steel integrity to maintain its strength," Miller adds.

Holding on

There is no doubt that the number of independent repairers has reduced but they do still exist with the likes of Crowland Cranes in the UK, Köhler and Rusch in mainland Europe, Wheco in America and Pollisum Engineering in Singapore, all still active.

Variations exist between the crane

manufacturers' views of boom repairs and independent repairers. These can also differ between countries depending on the regulatory framework and the available skills. However, both Miller and Ed Hudson, general manager of crane aftersales at Liebherr Great Britain, describe the same damage evaluation process. The length, width and depth of the damage is measured along with its position in the boom's profile and how far along the telescopic section it occurs. This information is then fed back to the design engineers at the factory who calculate if it can be repaired and, if so, how that repair must be carried out.

From this point on views and procedures diverge by company and by country. Within Europe, for instance, if Liebherr's engineers decide the boom can be repaired the company will carry out the work itself at its own dedicated premises in Germany. If the Manitowoc boom can be repaired then it will issue a repair specification listing the physical dimensions, material specification(s) of



A telescopic boom undergoing repairs at Liebherr's specialist facility in Germany

any section to be inserted into the boom along with the required filler rod.

This work can be carried out by an independent repairer as the specification also includes any requirement for pre- and post-welding heat treatment and the extent of post-repair testing but not the required coding for the welder. "The repairer must look at the materials and processes involved and satisfy themselves that their company has the necessary skills, certification and equipment to undertake that repair," says Miller.

In the USA Jay Shiffler, vice president of business development at independent crane repairer Wheco Corporation, believes there is much mis-information about whether a repair (or repair process) which has not been approved by the crane manufacture has to be considered a modification. In the USA, repairs and adjustments to machinery fall under OSHA (Occupational Safety & Health Administration) 1926.1412(b) whereas modifications are covered by the

more rigorous 1926.1412(a) and 1926.1434 standards.

Not only is Shiffler adamant that non-OEM approved repairs are not modifications, he also says that the repairs carried out at his company can be much quicker than those done by the manufacturer, resulting in a cost saving to the customer of between 30% and 80%.

Wheco repairs and refurbishes all makes and types of cranes and is an approved repairer for Manitowoc machines. It works from five locations and has invested heavily in new equipment and training cope with the new steels, Shiffler says. At any one time the company will have around 30 cranes in for repair or refurbishment.

Insurance estimates

Dave Dimelow, head of engineering at the UK arm of global loss adjuster Crawfords, says insurers usually require two quotes for the repair of any crane that is out of warranty. Dimelow says that some manufacturers refuse to divulge the specification of the material in the booms of their newer cranes. To get a second estimate a steel sample is sent for analysis to determine the grade(s) of steel used.

In the UK, Section 6(1) of the Health and Safety at Work Act "places a general health and safety obligation on anyone in the supply chain, so far as reasonably practicable, for when articles for use at work are being used, set, cleaned or maintained." Some in the industry interpret this as meaning crane manufacturers have an obligation to make the information required to repair a damaged machine available to the owner – others disagree. Again, the regulatory

framework varies from country to country; even within supposedly common areas such as the European Union.

For the insurance companies, having got their cost and time estimates to repair a damaged crane, they do not usually stipulate if the manufacturer or an independent company should undertaking the work. It is, after all, in the insurer's interest to get the repair done as quickly and as economically as possible. Dimelow is, however, quick to point out that crane jobs with latest high-tensile steel booms are still relatively new, so the repairs he has handled have gone back to the manufacturer which, he says, has a built-in advantage. "Especially if the crane needs other repairs such as a new cab, then the manufacturer has the advantage because they control the cost of replacement parts. It's tough for the independents," he says.

That said he sees no reason why

>

LATTICE BOOMS

Damage to lattice booms occurs most frequently when the sections are being transported or assembled and disassembled. As the sections are made from round steel tube and are not usually heat treated they are relatively easy to repair. Compared with a telescopic boom, however, lattice boom sections are also cheap and easy to replace. Usually the damaged tubes are removed and pre-cut replacements made from the appropriate material are welded into position using the correct welding filler rod and techniques. This work is usually carried out locally, often by suitably qualified independent repairers.

Repairs underway on a telescopic boom section at Wheco in the USA





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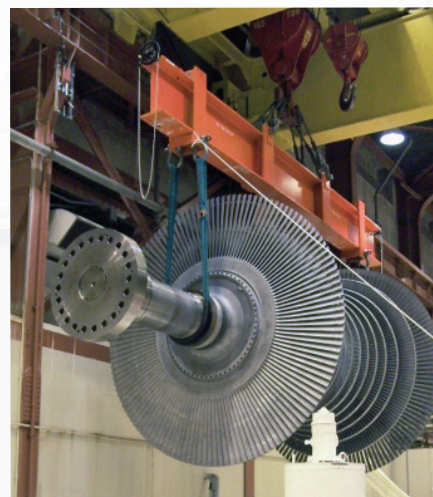
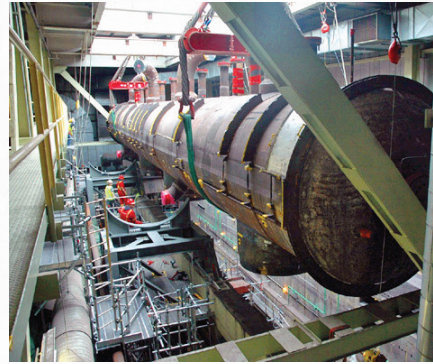
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specialists independent companies should not repair crane booms as an appropriately coded welder will know the processes required to join the steels involved. This may involve pre-heating the boom before the welding takes place, ensuring the weld does not cool too quickly and, even 24 hours of heat treatment, after the welding has finished.

"This is not rocket science," says Dimelow, "it's all laid down in various standards and, given the correct equipment, a suitably coded welder should be able to carry out the job satisfactorily. The company carrying out the repair must stand behind their work."

Dimelow is quick to add that he has never seen an incident where a repaired boom on a telescopic crane has failed. "If it did, the potential consequences could be drastic and the legal claims would probably drive the repair company out of business," he says.

Regardless of whether the manufacturer or an independent company undertakes the repairs, insurers will normally insist on an overload test to prove the repaired boom is up to the job. "The repaired section must be as strong as the original or stronger," says Dimelow. For that reason the overload test required by the insurer may be equivalent to that undertaken during the type-approval. If the repaired boom passes the test then the insurance company will accept it as serviceable.

Peter Issitt, managing director at Crowland Cranes, believes his company



When a crane catches fire sufficient heat can be generated to damage the boom and other structural components

WHECO

A free "eBook" is available from Wheco Worldwide Services, called *The Crane Accident Mitigation Manifesto*, which provides information on how to respond to and manage the post-accident experience. Available to download from the company's website www.wheco.com the eBook covers: crane accidents, crane recovery, reasons to hire a qualified crane appraiser, and how to avoid supplemental costs.



Following an overload Crowland Cranes repaired this box section boom pictured being prepared for painting

can repair a boom for as little as half the cost of a replacement. "The real advantage is the time needed to complete a boom repair compared with the experienced lead times for a replacement boom," Issitt explains.

Welding procedures

Like other remaining crane repairers, his company has kept up to date with the new steel specifications and welding processes but, even then, it is not a straightforward process. A recent boom repair concerned a Terex Demag AC 100 from 2009 fitted with a half-round boom. While getting the repair specification was not a problem, the company had to source the specialised steel from Germany before bending it into the required profile and welding the replacement section into the boom.

While companies like Crowland and Wheco are well versed in repairing the new generation of booms, there are potential pitfalls out there for unwary crane owners – even removing an unwanted bracket from the boom can cause problems. "If somebody uses oxy-acetylene equipment to remove a bracket, that could create problems with the heat treatment and may even cause local changes in the steel's composition," says John Miller. Liebherr's Hudson goes even further, saying, "Owners and repairers should always contact the manufacturer before doing any hot work on a boom."

Work carried out immediately after a crane incident has also become more important in the repair process. For instance if a crane has suffered a tip-over and is lying on its side, the boom is an obvious place to apply forces to right the unit. With the new booms crane owners must ensure that the recovery operators do this with the utmost care as the cross section of the new booms are designed to

be loaded vertically. Even relatively small sideways stresses can cause distortion – especially if the boom is extended. A distorted boom, or a particular section or sections, may have to be replaced if it has obviously been stressed past the yield point.

Another area where problems could arise is if the crane suffers a fire in the engine bay as this is often adjacent to or just beneath the base of the boom. While the charred boom may look like it just needs a new coat of paint, the fire may have upset the heat treatment of the steel leading to a weak point – again the consequences of this passing undetected could be disastrous.

The message is that owners and operators must be aware that the new generation of booms are less tolerant of accidents, incidents and overloads but repairs are possible. Depending on the type and scale of boom damage a suitably equipped and staffed independent repairer may offer a time and cost-effective alternative to OEM repairs or replacement. Whichever option the crane owner decides to take, the insurance company will require an overload test on a repaired boom before the machine can be put back into service.



A tee slot bed at Crowland in the UK used for boom and other repairs

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A grounding ring solved a problem of chronic bearing damage in crane motors at a container port in the USA. IC reports

Bearing on life

At the Pacific Container Terminal in Long Beach, California, USA the vast ship to shore cranes lift shipping containers, arranging them neatly on trains, trucks, and the decks of ships. If the cranes are not working the whole ballet shudders to a halt.

SSA Marine, owner of the cranes, is just emerging from an ordeal. For years, every one of the company's 10 cranes, each capable of lifting 50 US tons, was plagued with chronic bearing damage. A cure was found by Reed Electric & Field Service, a Los Angeles motor repair company. Enter the Aegis iPro bearing protection ring manufactured by Electro Static Technology.

Baffling problem

Each crane at the port has two 650 hp, direct current (DC), constant-torque motors that control lifting and lowering. Early on, Reed Electric replaced the bearings and installed grounding brushes on the first few crane motors that failed. Despite this, they continued to fail, every one to two months. That was how long the bearings survived before emitting the telltale noise that signals impending failure.

Replacing an 8 ton motor with a spare motor is no simple task. In addition, it puts the crane out of commission for 16 to 18 hours each time. Damaged motors were usually trucked to Reed Electric's plant for repair. It was an inefficient solution to a baffling problem.

"You have no idea how frustrating it was," says Robert Martinez, field service manager at Reed Electric. "We could hear those bearings growling, and we were trying

To solve the problem of electrical bearing damage in the DC motors of port cranes, Reed Electric & Field Service installed Aegis iPro shaft grounding rings



to figure out how to solve the problem."

Large DC motors, especially those with shaft diameters of more than 2 inches (50 mm), are likely to have high-frequency circulating shaft currents that result in electric dipole moment (EDM)-type discharges through bearings. Martinez and his crew determined that the bearings (balls and races) were being pitted by these currents. They had hoped that adding grounding brushes would divert the electrical discharges. But this was a severe case, and conventional grounding brushes were insufficient for these big motors. Without effective, long-term bearing protection, concentrated pitting at regular intervals along a bearing's race wall can cause washboard-like ridges called fluting, a source of noise and vibration that eventually results in motor failure.

Prevention

Finding a way to prevent this damage was a challenge. Next, Reed experimented with insulated bearings on the outboard end of a motor. This worked for the outboard end but, blocked by insulation, the shaft currents followed the path of

least resistance, shifting the damage to the bearings on the inboard end.

Specialists from Midpoint Bearing, the distributor from which Reed Electric purchases its bearings, visited the shipping terminal to evaluate the problem with Martinez and other Reed Electric experts. The consensus was to try an Aegis shaft grounding ring on the inboard end of one motor. After consulting the manufacturer they determined that the best ring for such a large motor would be the Aegis iPro.

Specially designed for high-current applications, the iPro is used for protecting medium voltage motors, generators, and turbines against electrical bearing damage. It is designed to improve system reliability by safely channeling harmful electrical currents away from bearings to ground.

Sigh of relief

In early 2012 Reed Electric installed the first Aegis iPro ring on the inboard end of a crane motor. The shaft had a long keyway so the shop fashioned a special collar to provide a smooth surface and sufficient contact area for the ring's fibres. This also allowed for the installation of a larger

Specially designed for high-current applications, the iPro grounding ring was installed on the shaft of this crane motor to protect it against bearing damage. The Aegis rings are maintenance free and available to accommodate generator and motor shafts up to 30 inches (760 mm) in diameter

ring, capable of handling higher current. Following Aegis's best practices, the crew installed insulated bearings on the opposite end of the motor.

The motor was put back into service and Martinez waited. Two months went by and the motor was still problem-free. After three months had passed Martinez breathed a sigh of relief.

By 1 August Reed Electric had overhauled five more motors in the same way. Now it was standard procedure. All of them have the Aegis iPro and all are running smoothly with no sign of bearing damage, according to manufacturer Electro static Technology. SSA Marine has instructed Reed Electric to give the remaining 14 crane motors the same treatment when their bearings are next replaced. Word of the company's success prompted the owner of several cranes at another California facility to contact Reed in the hope that they can help him break the vicious cycle of bearing damage.



The grounding ring works using six rows of electrically conducting microfibres embedded in a channel along its inner circumference. The fibres provide millions of discharge points for the harmful shaft currents and diverts them to ground for dissipation. The grounding ring is compatible with current-monitoring equipment and works in the presence

of oil, dirt, and other contaminants, the manufacturer says. As part of a preventive maintenance programme it can be installed on in-service motors or when bearings are replaced. Martinez is now a believer in the iPro, "It has been installed on six motors and we haven't had a single problem with any of them since. We're going to keep using the iPro. It's really doing the trick." ■

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HIGHLIGHTS

■ Pakistan-based Aaras Shipping Agencies has completed the transport of a pair of gas turbine and steam generators. The generators were transported from Karachi Port to Guddu power station in the Kashmore district of Sindh. The shipments were loaded on to the *Hong Qing*, which sailed from Shanghai, China to Pakistan. The turbines are part of a project to increase generating capacity by 747 MW.

After the shipment, the heavy items were transported on low bed trailers. The supportive equipment and light weight pieces went on standard trailers for the 650 kilometre inland move to the project site.

■ Nurminen Logistics transported several units of hydro power plant from Klaipeda in Lithuania to Novolukoml and Beloozersk, Belarus. The 11 units weighed between 119 and 137 tonnes. Sizes varied, ranging from 18 to 26 metres long. Each unit was a maximum of 3.65 m wide and 3.60 m tall.

The cargo was transported, accompanied by escort vehicles, on a 4-axle truck and 15-axle modular trailer combination. The project was completed at the end of 2012.

■ Hansaeng Express from Korea and Steder Group from the Netherlands joined forces to transport several heavy screw compressor packages from Belgium to Saudi Arabia.

The packages were moved from the Dutch vendor's workshop at Delden, Belgium and then transported to the *Loepold Staff*, a contracted ocean vessel at Antwerp Port, Belgium, before it set sail to Jubail Port, Saudi Arabia.

A total of six cases were safely loaded onboard the *Loepold Staff* in Antwerp. The heaviest case weighed 99 tonnes. Both companies are members of the Worldwide Project Consortium.

Lift and Shift takes thousands of tonnes



Heavy load specialist company Lift and Shift transported a series of GSPC decks and modules, weighing thousands of tonnes, in Hazira. The transport began in November 2012. The first load to be moved was the south deck, which weighed 4,300 tonnes and was moved using 192 axle lines of self propelled modular transporter. The module stood 47 metres tall, making it one of the tallest modules to be transported and loaded out of India on wheels.

The transportation of the module was completed on a 400-class barge requiring 50 ballast pumps. In addition, the DSF deck, which weighed 700 tonnes, was also placed on the same barge. The operation lasted six hours.

The TGBM modules, which weighed 2,300 tonnes were transported using 120 axle lines of SPMT. The North deck weighed 2,300 tonnes and required five rows of 110 axle

lines of SPMT to move it.

The last module, the LQBM, weighed 3,400 tonnes. Five rows of axles for a total of 142 lines of SPMT were used to move the load. The units were transported to the GSPC project in Kakinada in December 2012.

The GSPC decks and modules



CUSTOM-BUILT ROGERS TRAILER

A Rogers trailer with 100 US tons (91 tonnes) capacity and air ride suspension has been exported to Latin America.

The trailer will be used for moving large mining equipment. It has an I-beam deck and 3+4+2 axles with a 14 foot 1 inch (4.3 metre) spread between the fourth and fifth axles. The rear pivoting axle can turn 65 degrees and the rear frame has axle air lifts on the third and fourth axles.

The trailer was designed to meet axle weight standards in Latin America.



Transformer transport for Steder

Steder Group met the challenge of transporting a transformer weighing 207 tonnes from the

Netherlands to the UK.

The company arranged for the heavy transformer to

be lifted from its ocean vessel at the Rotterdam ECT Delta terminal with assistance from the *Matado*, a floating crane. After being loaded onto a chartered coaster vessel, the transformer was transported to its final destination in the United Kingdom.

The operation was conducted during the night and was completed without delay, Steder said.

The *Matado* lifts the transformer



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Loaded up at Wakita Transport in Osaka



Treasure island

The man-made island of Osaka, off the Japanese mainland, is teeming with trucks, cranes, and heavy cargo. **TIM MAUGHAN** saw them all when he went to learn about the plant-moving expertise of Osaka-based transport firm **Wakita Transport**

When *International Cranes and Specialized Transport* arrives at Port Island, Kobe a man is perched up in an excavator. With a series of deftly executed movements, he uses the machine's bucket to slide long steel sheets into position. It appears to be quite an intricate job: a task which seems to draw more on the exact positioning of the bucket's teeth, rather than the substantial brute power of the machine.

He leaves the excavator, walks over, and introduces himself. The man is Kenji Maeda, a transport manager from Wakita Transport, a specialized haulage firm based in Osaka, western Japan. The company operates 45 tractor units and 60 trailers; many of them riding on air suspension. Maeda says he has been with the company for 23 years.

The location is Port Island, a manmade, 523 ha complex in Osaka Bay. Here, there are hotels, apartments, tourist attractions, and a sizeable road transport and shipping complex.

With introductions and names

exchanged, he gets back into the excavator. A few minutes later, and the steel sheets are in position. A Wakita Transport tractor unit and low loader, bearing a large yellow Caterpillar compactor, stands, ready, in front of the sheets.

Then, Maeda's work becomes clear.

The steel sheets have been laid down, and positioned, to spread the weight of the compactor. In effect, he has just put a landing strip in place.

"The compactor has been bought at an auction, eight kilometers from here," he says. "Wakita Transport carries similar



Yoshiaki Mori in the compactor



Everything ship-shape and Bristol fashion



Yoshiaki Mori, Wakita driver

JAPAN – A QUICK GLANCE

The island of Japan or, rather, a collection of four major islands, is still in the economic doldrums but it remains the world's third economy. Geographically, the main islands comprise, from north to south, Hokkaido, Honshu, Shikoku, and Kyushu. The Okinawa islands lay to the south of Kyushu.

Transport-wise, the country is a global heavyweight. A walk down any Japanese street, or a drive along one of its roads, and you will see evidence of a modern manufacturing powerhouse. On our visit to Wakita, we saw an American compactor and low loader. Such exotica do exist in the country but, in reality, just about everything that moves is Japanese-made, and owned. From bullet trains to commuter trains, superbikes to scooters, specialized trucks to light vans, large mobile cranes to TMCs – just about every wheel that turns in Japan is homegrown.

Wakita Transport is in Osaka, a neon and concrete metropolis of 2.8 million people. Kobe, just to the west, has a population of 1.5 million. To the north east of Osaka is Kyoto, a city with 1.5 million citizens. There is a national motorway network but, owing to the fact that nearly 80% of the country is mountainous, truck trips are relatively slow. In the big coastal cities, congestion and the sheer mass of people and traffic, also makes for trying driving conditions.

loads three to five times a week; next time, we will go to Kyushu (the western end of Japan) with such a load."

The firm has brought the compactor to this port site and, from here, it will be shipped to the customer.

With the Mitsubishi Fuso, the Boaz low loader, and the steel strips in place, Maeda lowers the trailer's ramps. After they are fully extended and in contact with the ground he lays wooden planks over them. The preparation tasks are done meticulously and they take time. But the reasons soon become clear.

Unloading

Wakita driver Yoshiaki Mori climbs onto the trailer and then into the compactor. As Maeda directs from the ground, Mori carefully brings the 25 tonne compactor to the back of the Boaz trailer. After some negotiation of the enormous wheels, to ensure they are aligned correctly, the Caterpillar begins its descent. The blades on its wheels pose a very real threat to the integrity of the ramps. At any given moment, enormous weight bears down on the timber of the ramps – the wooden planks splinter and shatter, but the ramps remain safe. The wooden planks have done their work.

Ichiro Furasawa is a stevedore at the port. The Caterpillar compactor, he says, will undergo customs checks, and, when it has been given clearance, Wakita Transport personnel and machinery will come back, to transfer the vehicle onto the ship. Three separate firms are employed to make an operation like this happen at this site: the trucks, run by Wakita, the company which employs the stevedores, plus Uni-x, the company which looks after

Loading a Caterpillar compactor at Port Island



this part of the port. Yusuke Okada, from Uni-x, oversees the coming and going of the trucks and loads, and ensures that the correct precautions are put in place, to avoid the heavy consignments rupturing the port's asphalt.

Diesel in Japan is relatively cheap, at Yen 115.00 a litre, Maeda says – the equivalent of US\$ 1.40, or just GBP 0.87. Outsize loads such as the compactor require the operator to run a flashing orange or green light atop the cab; the truck must also be accompanied by an escort vehicle for the duration of the trip.



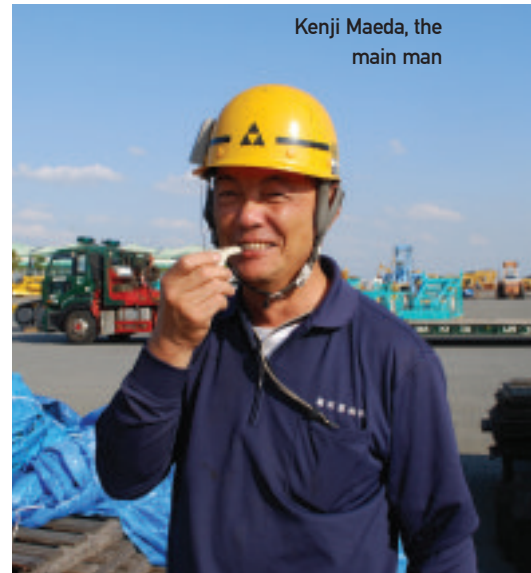


From left to right: Yusuke Okada, Ichiro Furasara, Kenji Maeda, Yoshiaki Mori, all from Wakita Transport

back of a Wakita low loader. This was his personal favourite move to date – 35 tonnes of armour belonging to the Japanese Self Defense Force. The firm also transported steel for the 634 metre Tokyo Sky Tree, the world's tallest broadcasting tower.

Another Wakita unit with low loader is parked up at the site. Mori has started its engine and Maeda is ready to move, too. Before he does, IC asks him what the grey box is, attached to the right of his helmet. It looks like some type of digital communications housing. He clutches the grey plastic and pulls down. The helmet attachment, it turns out, houses an emergency whistle, on a length of thread. Like many things in Japan, it is compact, and ingenious.

With the compactor safely deposited, the job is done. Maeda climbs into the other Fuso, and starts the engine. The trucks head away from Port Island. Elsewhere, there is plant and other heavy loads to be collected.



Kenji Maeda, the main man

Combinations like the Mitsubishi and low loader are free to run on the country's motorway system – but only when unladen. With their consignments aboard, they have to take other routes.

"The biggest load we have carried was a 68 tonne steel roll," says Maeda. "This was transported by ship, from Hokkaido [the northern tip of the country] to Osaka. We carried it the 200 km to Okayama and it was an eight hour trip; this was one year ago."

He pulls a mobile telephone from his pocket, and shows us moving images of a battle tank, its engine rumbling, on the

Translation services for interviewing, researching and writing this article were provided by Megumi Yamada.

Lowering the ramps over the steel plates



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A heavy lifting solution from Street Crane
for Mining Machinery Developments

With the world economy generally in the doldrums, many companies are adopting a 'make do and mend' attitude towards their industrial lifting equipment but opportunities exist for designs which increase productivity and safety. COLIN SOWMAN reports

Production investment



Investment capital is difficult to come by for many around the world but access to new equipment can bring many benefits. It could mean improved safety and higher productivity, especially in factories and other industrial environments. A prime example of this is illustrated by steam generators and pressure vessel manufacturer PCL Industrial Services of Bakersfield, California in the USA. It had traditionally used boom cranes and forklifts to move

SIEMENS

A new report from Siemens Financial Services says massive cost savings are available through the use of variable speed drives (VSDs), which, it claims, can reduce energy consumption by up to 70%. This is achieved because to change the motor's speed, the VSD system optimises the voltage and frequency of the electricity feed rather than 'choking' a traditional constant speed motor.

its products. Kelly Blain, fabrication and engineering manager at PCL, however, was looking for ways to move product faster and safer, leading the company to purchase two mobile gantry cranes from Shuttlelift.

The bigger rubber-tired double-beam DB70 has dual trolleys with power spacing, allowing PCL to adjust the longitudinal spreaders to the correct distance for the vessel's diameter. This means the load can be carried directly beneath the crane's frames, which is much simpler and safer than co-ordinating a tandem lift by other means, says Blain.

It is also far more efficient, "Normally it would have taken us six and a half hours to lift and move a tank. With the new Shuttlelift DB70, it takes us 13 minutes," Blain explains.

Another win-win example is that of Penny Hydraulics' latest DC995 davit crane which can be specified with integral fall-arrest points (as well as a boom extension and electric winches). The 995 kg working load crane is designed for utility and service engineering organisations requiring

below-ground handling and the fall-arrest points provide enhanced safety when working over deep wells.

Safer handling

This interest in cutting production times and increasing safety is not restricted to mature markets and Verlinde France, part of global lifting giant Konecranes, sees this as a conduit for global expansion. It is emphasising to companies in the Middle East, Asia and Africa that ensuring employee safety during materials handling does not mean sacrificing profitability. In emerging territories it has found growing interest in jib cranes (because of their flexibility) and the latest explosion proof designs.

Roland Hessels, Verlinde export director, says, "Countries like South Africa and Pakistan have, by tradition, been labour intensive but are moving towards safer and more profitable business models... improving working conditions for increasing numbers of employees worldwide."

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INDUSTRIAL LIFTING

TUNNELLING ACADEMY

While industrial cranes often repeat similar (or even identical) lifts, that does not reduce the need for operator training. In the UK a new Tunnelling Academy has been set up to train individuals working on the London Crossrail project and that includes those operating the 10 gantry cranes used to bring spoil from the boring machines to the surface. Built by Street Crane, the units, which are fitted with high-speed winches, are also used to lower tunnel segments and accelerator for the shotcrete to the working level.

Before they work on the Crossrail project experienced gantry crane operators take a one day course which combines practical and theory. Anybody new to crane operation would need a two or three day course – although this has not yet happened.

"It's not just about the lifting the load," says trainer Steve Howard. "It's about the safe operation of the crane and that means proper daily pre-use checks, ensuring the loads are correctly secured and that all lifting equipment is certified and safe to use."

Certificating body CPCS is developing a category in its plant operator card scheme for gantry crane operators.



The UK-based Street Crane Company has also observed increasing interest in materials handling equipment in emerging economies. Andrew Pimblett, managing director, explains, "What we see in areas such as the BRIC countries [Brazil, Russia, India and China] is two crane markets. The traditional crane market is based around low price, basic technology products which are typically catered for by indigenous producers and may have high life-time cost.

"However, inward investment into these countries by all sorts of 'Western'

Jib crane from
Verlindte with 1 tonne
capacity chain hoist

manufacturers has seen new production facilities built. These are often fitted with high-specification machines incorporating the latest Western technology, making them more reliable and with lower lifetime costs. Now, the traditional domestic businesses in those countries are seeing that the higher purchase price of these machines can be more than offset by increased reliability and lower life time cost," Pimblett continues.



Davit crane
from Penny
Hydraulics



Job specific

With gantry cranes tailored to their job and surroundings, each one is virtually unique, presenting problems for the manufacturers because before they can cost a crane, they need to design it. To speed this process Street Crane has developed a raft of modular components which it puts together as required to meet the needs of the particular job. It builds machines for UK customers at its factory in Derbyshire while, for export orders, it works with partners in the destination country.

"We supply a kit of parts which contains everything except the bridge itself, for which we supply drawings," Pimblett

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Gantry cranes from Street Crane used on the Crossrail project in London, UK

explains. The local partner, of which there are now about 100 around the world, manufacture the bridge to Street Crane's design and then fit the other components sent from the UK.

"That reduces the shipping volume to around a tenth of what it would be otherwise," says Pimblett. The strategy seems to work as the company has recorded a 20% rise in business every year for the past six years although it is not without problems as different parts of the world impose different regulations on lifting equipment.

"Basically all the regulators want the same outcome, safe equipment, but they reach that goal by differing routes," Pimblett says. For instance, there are differences between Europe and the USA in respect of electrical equipment and factors of safety used in some circumstances. To ensure compliance, Street Crane keeps a database of relevant regulations and standards used around the world.

Hard work

As industrial cranes are used far more intensively than mobile or even crawler cranes, they are subjected to many more loading and unloading cycles and, therefore, much higher levels of fatigue.



Street Crane designs use modular componentry

In the UK these higher cycle and fatigue rates has lead to accidents when mobile construction cranes have been used in industrial conditions.

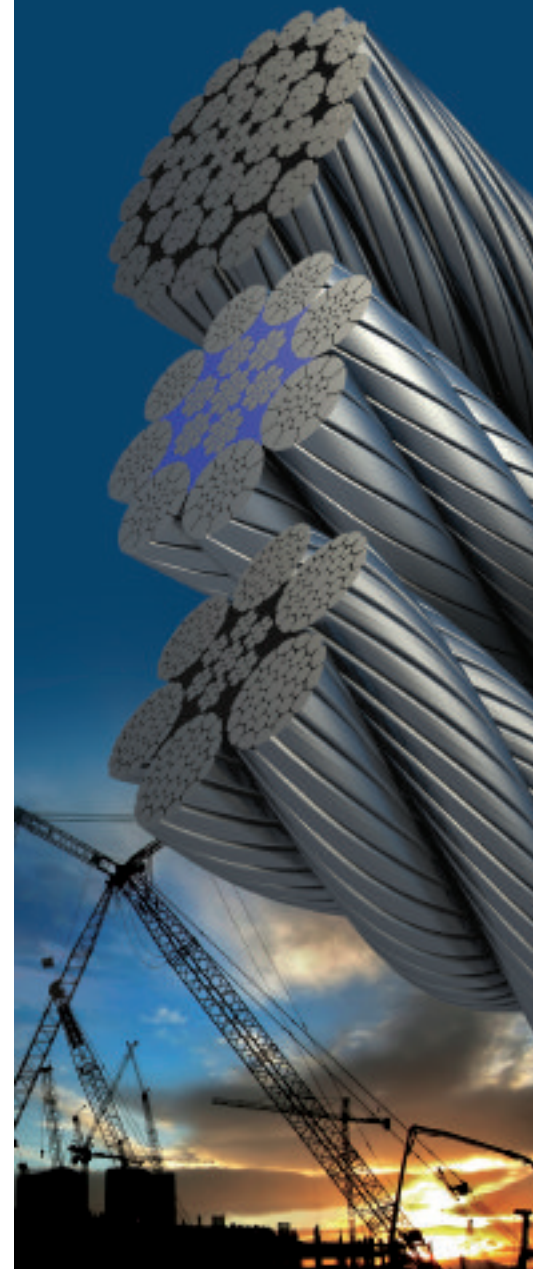
In one such incident a mobile construction crane was being used as a harbour crane and suffered a fractured boom which caused the load to fall to the vessel deck. Examinations by the UK's Health and Safety Executive revealed extensive fatigue cracking. Further investigations revealed that the design life of the mobile crane was 25,000 lift cycles but by the time the boom failed the owner's records showed that the crane had undertaken in excess of 117,000 lifts in the three years.

What this highlights is that while machines designed to cope with high frequency lifts will inevitably be more expensive, they are generally better tailored to the job in hand, making them both more efficient and safer.

MSI IN TENSION

A new remote control tension dynamometer from MSI allows users to read the weight of a suspended load at distances of up to 30 metres. In uses such as rigging a mobile construction crane, a traditional tension dynamometer could be out of view or inaccessible. The new MSI-8000 allows users to see weight data and control the scale wirelessly. Its keypad has a bold LCD display with the rechargeable battery, allowing up to 24 hours of continuous use, the manufacturer says.

Street Crane's partner
K2 Cranes in India



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One of three Potain MD 310 C K12 saddle jib tower cranes with 55 m jibs on site in Salerno, Italy

Three Potain tower cranes are working at a coastal development in Salerno, southern Italy, to help shape a new landscape for the city's port. *IC reports*

Coastal towers

For the next three years, three Potain tower cranes will be working in diverse marine conditions as they are used at a coastal development site in Salerno, southern Italy.

The development, which has been named "the front of the sea" project, is between Salerno harbour and the marina. It comprises a large seven storey, semi-circular building called The Crescent, which borders a public square between the building and the sea.

The first two floors of the building are being constructed for commercial use and will include retail outlets, restaurants and offices. The upper levels will be residences with two additional underground levels forming a car park.

The three cranes working on site are a 12 tonne capacity MD 310 C K12s. The two main contractors for the project, who are working together in a joint venture are RCM Costruzioni SpA, which owns two of the Potain cranes, and Ritonnaro Costruzioni SpA, which owns the third crane being used in the project.

According to Enrico Angiolini, Manitowoc sales director for southern

Europe, competition among the crane manufacturers to supply equipment for the project was high. Potain was eventually chosen for its build quality and rugged design, the company said.

"Working on this important project for three years in a marine environment demands a lot of these cranes," Enrico Angiolini said. "Our Potain brand is known for durable products and we use the latest paint technology to protect every inch of the cranes. The strong winds at the site could also cause problems but we are confident in their control and strength."

The cranes will be working in marine environments, including strong winds and sea air, for up to eight hours a day, six days a week.

The cranes are responsible for a range of activities, including ground preparation work, before being used to lift a variety of construction materials and equipment. The cranes will also be required to lift 10 tonne reinforced concrete slabs that will make up the structure of the

modular design building.

Two of the cranes are working at hook heights of 36 metres and the third operates at a height of 46 metres. All are configured with 55 metre jibs and provide complete coverage of the site.



Salerno sea front port area development with two of the Potain MD 310 C K12 tower cranes

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COMMENT

Joel M Dandrea

From shortage to surplus



Almost overnight, technology has moved the prospects of the United States from oil importer of around 8.6 million barrels a day (about 50% of total demand), to at least oil and natural gas self-sufficiency within the next ten years. The USA has been a net importer of oil for 70 years.

The trend toward energy independence is well underway. At the height of the US energy trade deficit in 2005, 13.5 million barrels a day (66% of domestic requirement) were imported. According to the International Energy Agency (IEA) the USA is projected to pass Saudi Arabia as the world's largest oil producer around 2020 and, due to increased production and lower US demand, is expected to be very close to energy self-sufficiency by that date.

This major shift in international trade and world economics has been caused by the combination of locating shale oil fields in Texas, Nebraska, Pennsylvania and North Dakota and the new fracking technologies that allow horizontal drilling, using hydraulics to break up rock two miles underground and using water and chemicals for extraction.

Fracking technology has problems and detractors. A 2010 edition of US investigative journalism television show *60 Minutes* indicated that current US law may not have enough environmental controls in place on fracking practices. The show claimed that in some areas in Pennsylvania near natural gas drilling sites, ground water is polluted and mixed with natural gas, making homes uninhabitable. A number of subsequent surveys and statements, including reports by US National Public Radio, reflect at least anecdotal evidence that fracking, as it is currently being practiced, may cause health hazards. A recent report, however, on fracking pollution in Dimock, Pennsylvania, was debunked by both the Pennsylvania Department of Environmental Protection and the U.S. Environmental Protection Agency, neither of which found evidence of contamination.

Demand for energy and the wealth created by fracking makes it unlikely that the practice will be slowed. Additional technologies will likely be introduced to detect gas leaks and government regulation could occur if additional environmental problems are

reported and verified. But the production will undoubtedly go on.

So with this "seismic" shift in energy output and production, what are the likely effects on the USA and the rest of the world? First, oil prices are much more likely to be stable instead of wild swings in price and supply both in the USA and worldwide.

Many believe the USA is unlikely to become a major oil exporter. That would drive down prices for two main reasons. According to Jonathan Haughton, economics professor at Suffolk University, exporting significant oil could strengthen the US dollar so much as to further make the manufacture and export of other goods untenable, having a net negative effect on the US economy.

The second and, perhaps, more important reason, according to a Radio Free Europe report from November 2012, is that for shale oil to be profitable, crude oil prices must remain at US\$80 a barrel or higher. If US suppliers increase production and export too much, they could easily drive their own price below that benchmark level.

It is reasonable to conclude that the USA will help Saudi Arabia moderate worldwide price and supply swings. With the USA emerging as a potential "emergency supplier" with excess capacity, the country can meet its own energy needs, have greater international policy flexibility in dealing with oil producing countries, and the ability to shield allies from oil supply disruptions.

As the USA continues toward self-sufficiency, increased demand in Asia can be supplied by Middle Eastern OPEC countries as well as Western Africa, Russia, Brazil and Kazakhstan. The overall effect will be to move supply much closer to demand and help act as a stabiliser for the worldwide economy for the next twenty to thirty years while researchers continue work on renewable energy and improved efficiency.

This is great news worldwide for the specialized transportation and crane and rigging companies, which, by definition, are very energy dependent and could use a stable energy economic environment in which to conduct business. In ten years we may well look at this "energy sea change" as a main driver that helped stimulate the worldwide economy and begin the end of the 2007 to 2012 worldwide recession. ■



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The SC&RA Specialized Transportation Symposium, 27 February to 1 March, will be held at the luxurious Hilton at Lake Buena Vista Hotel in Orlando, Florida, USA

Orlando, Florida hosts the SC&RA Specialized Transportation Symposium from 27 February to 1 March 2013. IC reports

Transportation preview

SC&RA is looking forward to hosting more than 400 domestic and international industry executives, managers, manufacturers, suppliers, researchers and federal and state transportation officials at the Specialized Transportation Symposium, 27 February to 1 March in Orlando, Florida, USA at the Hilton at Lake Buena Vista Hotel.

Officials from four US regional associations of transportation responsible for the rules, regulations and permitting procedures surrounding the transport of oversize and overweight loads in their states will convene at the event in an all-day meeting on 27 February and on the morning of the following day. The four associations represented are the Western Association of State Highway and Transportation (WASHTO), the Mid America Association of State Transportation Officials (MAASTO), Southeastern Association of State Highway and Transportation Officials (SASHTO) and Northeast Association of State Transportation Officials (NASTO).

Also on the morning of 27 February

the SC&RA's Transportation Group committees will hold meetings. These committees include the Truck Permit Policy Committee, Transportation Safety Education & Training Committee and Pilot Car Task Force. All registrants are welcome to attend the committee meetings.

The programme is geared to cover the major issues facing the industry of oversize and overweight transportation. Major categories included are: safety, regulation, harmonisation, productivity, legal issues, operations, growth, profitability and human resources.

Taking off

Gregory Cohen, president of the American Highway Users Alliance, will open the conference with his presentation titled *2013 and Beyond – Transportation and Infrastructure Realities and Needs*. The session will include information on regulatory and financial realities played against the backdrop of a decaying infrastructure that is limiting how permitted cargo can be moved. Cohen will

also cover how state and US congressional actions and inactions are affecting specialized transport.

Robert Moore, chief legal counsel, NBIS, will present *Ten Essential Points to Operate Efficiently, Safely, Legally and Profitably*. Moore's focus will be to encourage participants to consider specific changes that can be implemented immediately to protect a carrier and its employees.

The Regional Executives Update programme will be conducted by four state highway administrators providing their views on key industry issues in areas of enforcement, uniformity of weight limits and equipment requirements, permitting procedures, hours of operation and pilot car requirements. The presenters are Carol Davis, Texas Department of Transportation (WASHTO); Glenn Rowe, Pennsylvania Department of Transportation (NASTO); Tammy Denning, North Carolina Department of Transportation; and Angela Woodward, Indiana Department of Revenue (MAASTO).

WORKING FORUM

More than 88 CEOs, upper management and safety executives from SC&RA member companies across the nation attended the Financial, Insurance and Risk Management Forum in November. The programme was geared toward the ways and means of improving member companies' operations and productivity.

The Forum is held every second or third year and, this year, the SC&RA planned it to fall in concert with the Financial Ratio Analysis and Benchmark Study produced in late 2012.

A pre-event session incorporated the most significant findings of the *Financial Benchmarking Study*. Mike Whitlock, president of Tannian Consulting, conducted the five-hour session titled *Key Takeaways from the Successful Financial Strategies for Your Specialized Company*. CEOs, CFOs and financial managers of member companies used their own financial statements to review balance sheet management and strategic income statement management. Whitlock outlined the key results from the *Financial Benchmarking Study* and led them through the basics of how to improve their company's performance.

Joel Dandrea, SC&RA executive vice president, said feedback from the forum was overwhelmingly positive. "We were extremely pleased with the success of the entire forum," he said. "Mike Whitlock's financial benchmarking session was very hands-on and personal and everyone walked away with something they could take back to their companies and incorporate."

Dandrea said the personal, hands-on approach at the forum was a great avenue for reaching different members who may not ordinarily participate in our meetings. "These educational sessions prompted a lot of good discussion and interaction," Dandrea commented. "We knew we would have in the 75 to 100 range of attendees based on the nature of the programme. Our feedback has been that the speakers and panellists shared valuable information with a group of members who were seeking information about the topics presented," Dandrea continued.

Sessions covered a range of financial and risk management issues. Randy Johnson, senior vice president, Hays Companies, discussed how to control hidden costs in your company's healthcare insurance plan. He said risk pool management is essential in building a strategy to reduce cost and sustain a reasonable cost curve over the long term. "This process allows you to see your plan structure from a higher level so that it can be appropriately assessed," Johnson said.

An industry panel that included Jay Folladori, vice president, Heavy & Specialized, Landstar Transportation; John Mctyre, COO, Mctyre Trucking; and James Robertson, president, Allegiance Crane & Equipment, discussed common risks and threats of doing business in the specialized transportation, rigging and crane rental sector. The panel offered timely, real-world risks and threats to efficient, safe and profitable operations.

Robert Moore and James Jinhong at NBIS conducted an interactive session on how to control exposure and manage costs using your insurance policy. They explained how companies can identify indemnity laws in the states of operation and how to put these laws to work for and protect your business. Moore explained how to leverage NBIS' contract checklist and how contract language can assist in managing risks and maximising profits.

Sound Counsel, SC&RA's affinity partner for crisis communications gave an engaging discussion on how to create a crisis communications plan, including how to deal with the media before, during and after a crisis.

The most interesting session of the forum was the last one, which featured James Lomma answering questions about his travails surrounding a criminal trial over a New York City crane accident in which two workers were killed. Lomma was acquitted of the charges in May 2012, but the four year ordeal took a huge toll on his business and life. "What we all must remember was that this accident was a tragedy, that lives were lost," Lomma said.

There was a high degree of interest in what Lomma had to say and how he dealt with the four-year ordeal. "Jimmy's session was very interesting and we all applauded him for having the wherewithal, courage and interest to want to share that information with members," said Joel Dandrea. "This is where there's a great deal of value in belonging to SC&RA – gaining access and insight to industry experts and information that otherwise might not be readily available."

James Lomma, pictured with NBIS's Bill Smith, discussed the impact of a New York City crane accident on his business



Gregory Cohen, president of the American Highway Users Alliance, will open the conference with a presentation titled 2013 and Beyond – Transportation and Infrastructure Realities and Needs

Robert Stevenson, author of best-selling work, *How to Soar Like an Eagle in a World Full of Turkeys*, will cover nine elements of the leadership formula he developed to help companies implement effective changes to improve operations, growth and profitability. Stevenson's session is titled, *The Leadership Formula: It's a Process not an Event*.

A session called *Evaluating Your Driver Recruitment Process* is designed to help companies ensure they do appropriate background checks to determine that their driver pool complies with federal safety regulations. The programme will be conducted by Lana Batts and Billie Lee, co-presidents of Driver IQ, based in Tulsa, Oklahoma.

Harmonisation

Douglas Ball, SC&RA vice president, Transportation, will present: What Have You Done for me Lately? Industry Problems, Priorities and Goals. Ball will address the issue of "harmonization" of state permitting requirements and enforcement. He will answer this question:

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Around 35 companies will present their products and services at the Exhibit Center

What has the association accomplished on these issues in the last 12 months and what are the issues to be pursued and objectives for 2013?

Safety Programs Require Focus and Planning is the title of a presentation by Pete Trimble, director of corporate safety and claims, Keen Transport. Trimble will discuss how an organisation can establish a viable safety attitude and outline a checklist of the key items that should be included in your company's safety programme.

Jeff Davis, certified director of safety



at Fleet Safety Services, will discuss *Tying It Together – Your Safety Program and the 'Compliance, Safety and Accountability Program' Protecting Your Revenue Base – The Business Aspect of CSA*. In his interactive presentation, he will cover the ways shippers, brokers, insurance underwriters and others use CSA scores and how carriers can incorporate CSA strategies in their operations to control their scores.

Jobs of the year

Closing out the symposium will be presentations of the SC&RA 2012 Hauling Jobs of the Year Winners. Participants will learn how the world's largest flood

In an interactive presentation, Jeff Davis at Fleet Safety Services will cover the ways shippers, brokers, insurance underwriters and others use CSA scores and how carriers can incorporate CSA strategies in their operations to control their scores

sector gates were moved, each 130 feet long, by 120 feet wide by 32 feet high (40 x 37 x 9.8 metres) and weighing 690 tons (626 tonnes). A second winning entry was the movement of coke drums that were 47 feet long, 25 feet in diameter (14 x 7.6 m) and weighed 410,150 pounds (186 tonnes), over 500 miles (800 km). Finally, in the under 160,000 pounds (73 tonnes) class, the winner moved 140,000 pound (64 tonne) compressors, 44 feet long by 19 feet wide and 12 feet 10 inches tall (13 x 5.8 x 3.9 m) more than 2,000 miles (3,000 km). The presentations will be made by executives of the winning companies, Emmert International and Berard Transportation.

Attendees will also be able to meet more than 35 exhibitors presenting the most advanced products and services to support the over-dimensional transportation industry, SC&RA said. For further information or to register, go to: www.scranet.org/events



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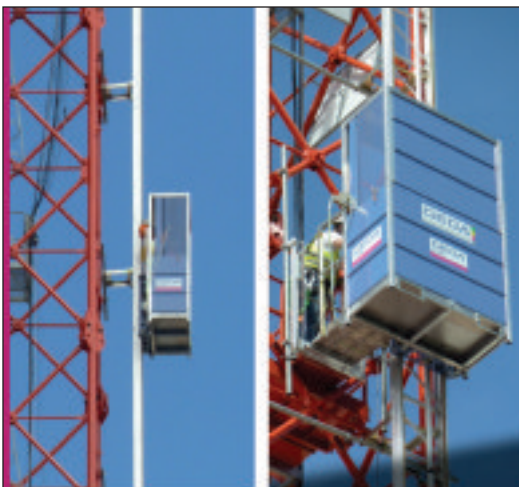
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“A big thank you to KHL for
organising another great
conference. It was a wonderful
opportunity to explore the
growing Latin American
market and meet some key
players in the industry. We
learnt a lot and will definitely
be signing up for next year.”

Sarah Spivey, Modulift -
said about the 2012 conference



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HIGHER CAPACITY



Cooper Roller Bearings has introduced a new Cooper bearing design which, according to the company, increases the load capacities of many of its split roller bearings to levels higher than any split roller bearings of similar size.

The 01E and 02E bearings, which can be used with the Cooper 01 and 02 Series bearings, offer up to 29% more radial capacity and 16 to 90% more axial load capacity. The 01E and 02E Series are split to the shaft and the longer L10 life extends uptime even further, with longer intervals between replacement, the company said.

The new design is available in medium-duty and heavy-duty bearings with bore sizes from 6.5 to 12 inches (160 to 300 mm). Typical applications for these sizes include mining equipment, industrial fans, conveyors and power generation machinery.

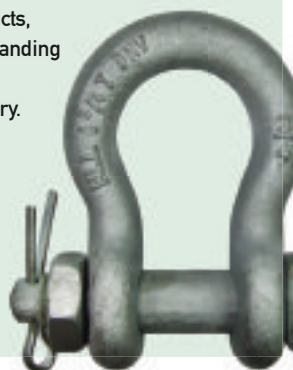
■ For more information see: www.cooperbearings.com

CM GETS DNV CERTIFICATION ON SHACKLES

Manufacturer of material handling products, Columbus McKinnon Corporation, is expanding its offering of DNV type approved and certified shackles for the offshore industry.

The Bolt & Nut style anchor shackle is certified to meet DNV Standard 2.7-1 Offshore Containers specification, RR-C-271 and ISO 2415 performance requirements, the company said.

■ For more information see: www.cmworks.com



Mobile explosion prevention from Pyroban

Pyroban has launched a new gas detection system for mobile industrial vehicles.

The gas detection system is called Gascheka duo and has infrared or pellistor (flammable gas) sensing heads. It provides vehicle shut-off on detection of a flammable gas or vapour, which helps to prevent a potential explosion in any industry, the company said.

The system gives the vehicle operator a warning if it detects a gas or vapour at just 10 % LEL (propane in air) and is designed to automatically shut down the equipment at 25 %



The Gascheka gas detection system

LEL (propane in air) before dangerous levels are reached, the company said.

Gascheka duo can be fitted to all types of mobile

equipment, including vans, forklifts, cranes and access platforms operating in areas requiring enhanced levels of safety protection.

■ For more information see: www.pyroban.com

BROSHUIS LAUNCHES ONLINE SHOP

Trailer manufacture Broshuis in the Netherlands has launched an online shop for customers to purchase spare parts and renew existing products.

Products and specifications are displayed clearly to prevent wrong orders being made, the company said. In addition to providing online product information, drivers or transport companies can now reach Broshuis's sales advisors 24 hours a day in case of emergencies, the company said.

The online shop also includes other merchandise, including jackets and scale models.

■ For more information see: www.broshuis.com/webshop



Ikusi receivers for mobile sector

Ikusi has launched two radio remote control receivers for the mobile sector. The MP20 and MP08 are based on TM70 technology, which means

they are fully compatible with all the transmitters of the range, the company said.

The MP20 displays analogue and digital inputs and outputs and can also display error diagnosis. It can have up to 12 digital outputs, has multiband radio TR800CE, an emergency stop, and feedback capability (digital, analogue or CAN bus). It uses a 6 to 35 V DC power supply and has a 70-pin Deutsch connector.

The MP08 can have up to

The MP008 Ikusi receiver



four analogue outputs and includes an integrated LED display for fault diagnosis, a removable EEPROM SIM module, multiband radio TR800CE and includes an emergency

stop function. It also has a feedback capability (digital, analogue or CAN bus), robust plastic housing, a 6 to 35 V DC power supply and a 24-pin Deutsch connector.

■ For more information see: www.ikusitlc.com

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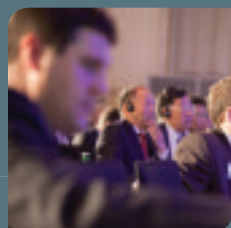
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15 – 21 April 2013
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www.bauma.de

ESTA AWARDS

18 April 2013
Munich, Germany
www.khl.com/esta

CRANES & TRANSPORT
LATIN AMERICA
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19 and 20 June 2013
Berlin, Germany
www.khl.com/itc

MATEXPO 2013

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

BAUMA AFRICA

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

BICES 2013

15 – 18 October 2013
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www.e-bices.org

WORLD CRANE AND
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CONEXPO-CON/AGG 2014

4 – 8 March 2014
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www.conexpoconagg.com

SMOPYC 2014

1 – 5 April 2014
Zaragoza, Spain
www.smopyc.com



Picture of the month

This picture of the month was taken by IC reader Martin Grant. The picture shows a 55 tonne Orion lift "picking" the Sydney Harbour Bridge in Australia. The Orion lift truck is owned by Sydney-based Johnstons Transport. While this lift was well within the equipment's capabilities, from a photographic point of view, considerable skill was required to get the angle just right.

PEOPLE NEWS

■ USA-based Standfast, a manufacturer of height safety products, has appointed **Jeff Bedwell** as the company's president. Bedwell has experience in mechanical engineering.

Commenting on his new role, Bedwell said, "I'm extremely excited to be part of this very dynamic and fast-growing business. I want to bring my organisational and management experience to help make Standfast the best solutions provider for fall prevention systems."

Other new additions to the Standfast team include **Ken LaQuaglia**, warehouse manager, Corinne Alberts, operation support specialist, and Ted O'Brien, who joined the sales team last year.

■ **Frank Nerenhausen**, executive vice president Oshkosh Corp. and president, access segment, JLG Industries, has been elected as director of the Construction Equipment (CE) Sector Board of the Association of Equipment Manufacturers (AEM).

"I look forward to representing JLG and other



Frank
Nerenhausen

CE members, and I am excited about the opportunity to apply JLG's global perspective to the challenges that face our industry in a

variety of markets around the world," Nerenhausen said.

Nerenhausen was named president of JLG's access equipment sector in August, bringing 26 years of experience in sales and finance at Oshkosh.

■ Three construction workers received bravery awards after a crane incident in Sydney, Australia, reported *ABC Sydney*. The incident occurred after a crane caught fire and partially collapsed at the University of Technology, Sydney. Workers were evacuated and surrounding roads were closed after the fire broke out at the site.

Glen May, who was operating the crane, was presented the award for managing to steer the crane away from busy Broadway before the boom came down as a result of the fire. The crane's dogman,

Nuno Nunes, helped May to safety while **Gordon Cameron**, the site's construction union delegate, evacuated the area. The workers were awarded the inaugural Joes Owens Bravery Award by John Robertson, New South Wales opposition leader at the Sydney Trades Hall.

■ From 1 March 2013 **Mika Vehviläinen** is president and CEO at Cargotec. Commenting on the appointment, Vehviläinen said, "The importance of transport and logistics will continue to increase in the future. Cargotec as the forerunner in cargo handling solutions offers an interesting challenge."

"I am excited to develop Cargotec business further, together with the whole personnel."

Mika Vehviläinen is president and CEO at Finnair



Mika
Vehviläinen

Plc. Tapio Hakakari, Cargotec vice chairman of the Board, continues as interim president and CEO until 28 February 2013.

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

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2 ORGANIZATION TYPE

- Construction contractor/consultant ☐
- Crane rental ☐
- Specialized/Heavy Transport ☐
- Industrial establishment ☐
- Docks/Harbours ☐
- Manufacturer of lifting equipment ☐
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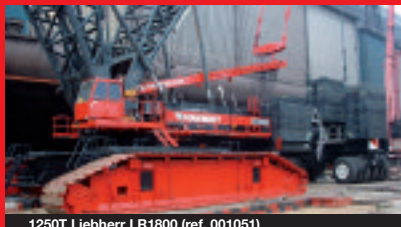
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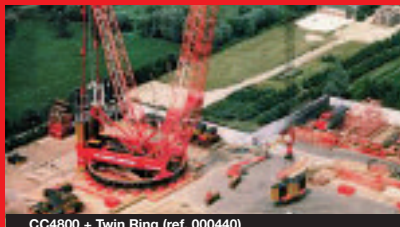
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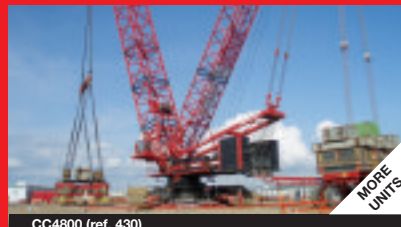
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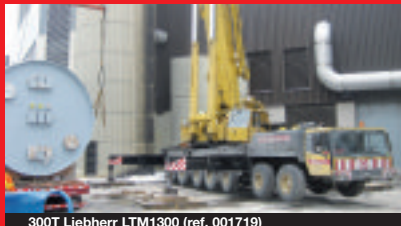
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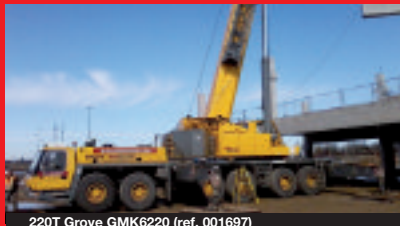
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130 t	Liebherr LTM 1130-5.1	2009
130 t	Grove GMK 5130-1	2006
200 t	Liebherr LTM 1200-5.1	NEW!
200 t	Liebherr LTM 1200-5.1	2006
200 t	Terex-Demag AC200-1	2003
220 t	Liebherr LTM 1220-5.2	NEW!
220 t	Grove GMK 5220	NEW!
300 t	Grove GMK 6300L	NEW!

Rough Terrain Cranes

65 t	Grove RT765E	NEW!
80 t	Grove RT880E	NEW!
90 t	Grove RT890E	NEW!
130 t	Grove RT9130E	NEW!
150 t	Grove RT9150E	NEW!

Crawlers

400 t	Terex-Demag CC2400-1	2009
600 t	Terex-Demag CC2800-1	2009
600 t	Terex-Demag CC2800-1	2010

Miscellaneous

FRM-2A 18 ton ballast trailer 2-axle	2000
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STOCKLIST

TELESCOPIC AT-CRANES	capacity	manufacturer	type	year	drive/steering	boom/lib (m)	delivery
400 t	Demag	AC 1200 SL	1992	14 x 6 x 12	58/19/54/78	direct	
250 t	Demag	AC 665 SL	1996	12 x 8 x 8	58/22/65	direct	
225 t	Liebherr	LTM 1225	2000	12 x 8 x 10	60/22/7	direct	
200 t	Demag	AC 615	1992	12 x 8 x 8	50.3/20	direct	
160 t	Liebherr	LTM 1160/2	2002	10 x 8 x 10	60/36	direct	
160 t	Liebherr	LTM 1160/2	1996	10 x 6 x 10	60/29	direct	
130 t	Demag	AC 335	1989	10 x 8 x 8	50/17	direct	
120 t	Demag	AC 395	1995	10 x 8 x 8	60/17.6	direct	
100 t	Demag	AC 100	2001	10 x 8 x 8	50/17.6	direct	
70 t	Faun	ATF 70-4 (2x)	1999	8 x 8 x 8	40.5/16	direct	
70 t	Faun	ATF 70-4 (2x)	1996	8 x 8 x 8	40.5/16	direct	
70 t	Krupp	KNK 4070	1995	8 x 6 x 8	39/16	direct	
70 t	Krupp	70 GMT AT	1986	8 x 6 x 8	37/16	direct	
70 t	Liebherr	LTM 1070	1986	8 x 8 x 8	35/10	direct	
60 t	Liebherr	LTM 1060/2 (2x)	2000	8 x 6 x 8	42/17	direct	
60 t	Krupp	KNK 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	KNK 4055	1989	8 x 6 x 8	35.1/16	direct	
50 t	Grove	GMK 3050	2001	6 x 6 x 6	38/16	direct	
45 t	Faun	ATF 45-3	2006	6 x 6 x 6	34/15.2	direct	
45 t	Faun	ATF 45-3	2005	6 x 6 x 6	34/15.2	direct	
40 t	Faun	ATF 40 G-2	2007	4 x 4 x 4	35.2	direct	
40 t	Liebherr	LTM 1040/1	1999	6 x 6 x 6	30/14.5	direct	
40 t	Liebherr	LTM 1040/1	1999	6 x 4 x 6	30/14.5	direct	
40 t	Demag	AC 40-1 City	2000	6 x 6 x 6	31.2/13	direct	
40 t	Demag	AC 40-1 City	2000	6 x 4 x 6	31.2/13	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	
30 t	Liebherr	LTM 1030/2	1998	4 x 4 x 4	30/14.5	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	KNK 2020	1994	4 x 4 x 4	20.5/3.8	direct	
20 t	Grove	AT 422 E	1991	4 x 4 x 4	21.4/7.6	direct	

TELESCOPIC TRUCK CRANES	capacity	manufacturer	type	year	drive/steering	boom/lib (m)	delivery
35 t	FAUN	HK 35	1999	6 X 4 X 2	25,3/8	direct	

LATTICE BOOM TRUCK CRANES	capacity	manufacturer	type	year	drive/steering	boom/lib (m)	delivery
140 t	Demag	TC 650	1981	10 x 6 x 6	39	direct	

CRAWLER CRANES	capacity	manufacturer	type	year	drive/steering	boom/lib (m)	delivery
60 t	Terex	A 600 C	2000	crawler crane	32,4/10/1,65	direct	

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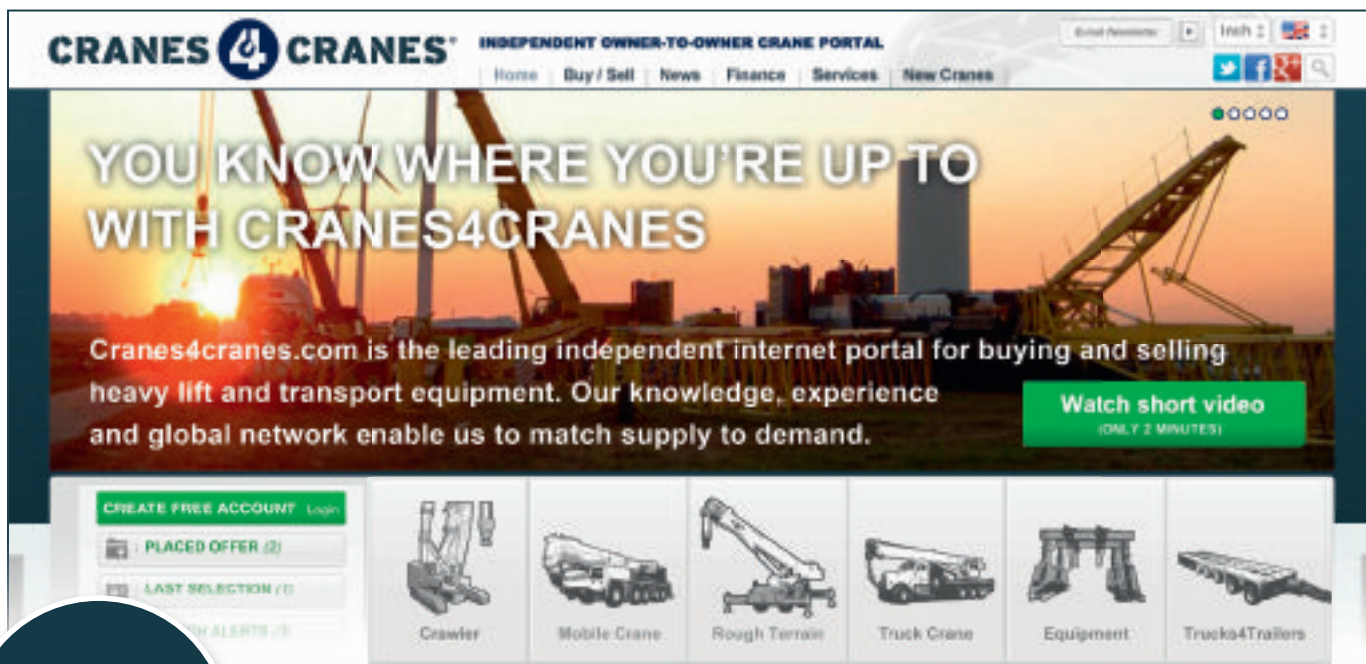


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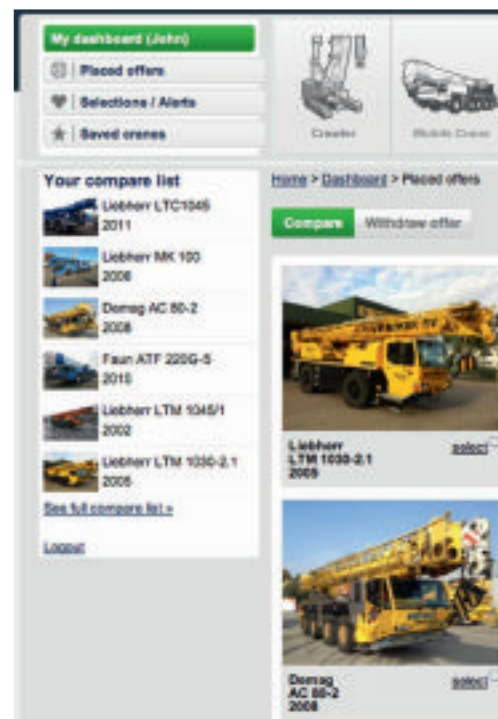
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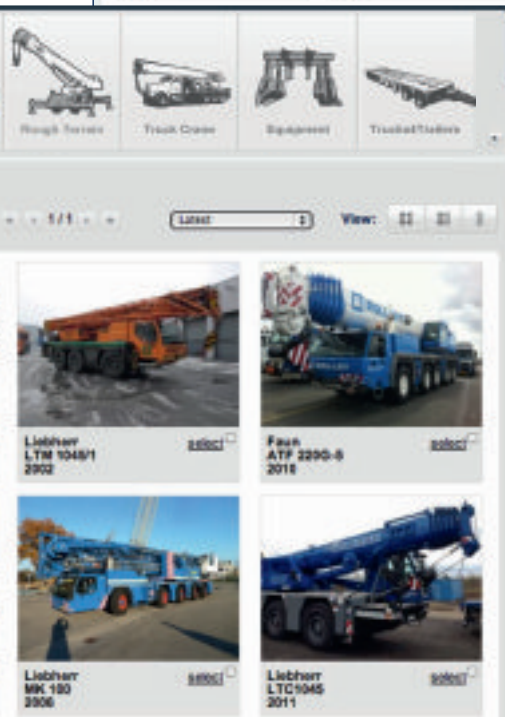
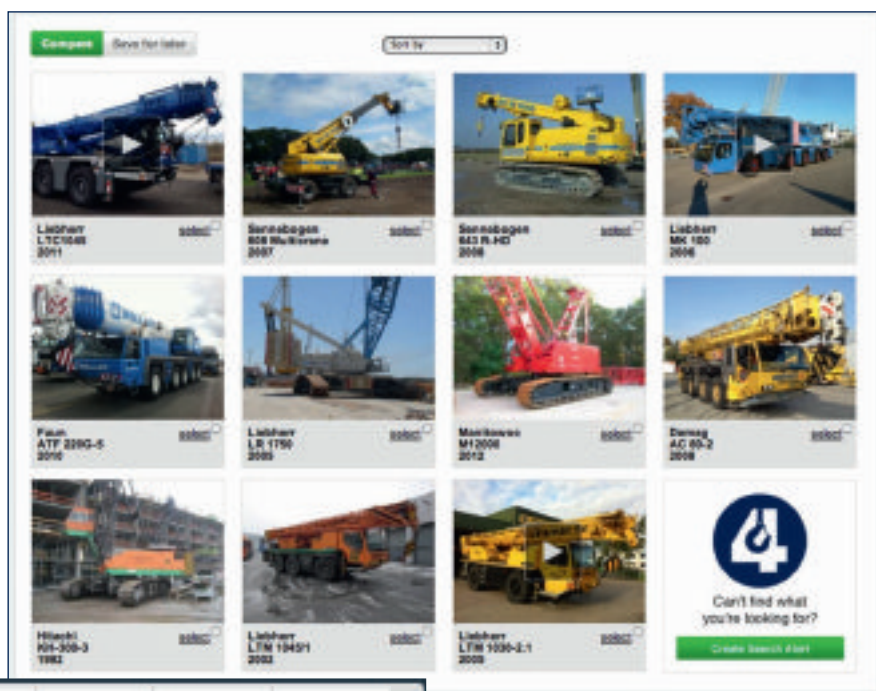
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 Liebherr LTM 1090-2 90 t YOM 1999	 Liebherr LTM 1100-2 100 t YOM 2001	 Liebherr LTM 1200-5.1 200 t YOM 2011
 Demag AC 300 300 t YOM 1999	 Demag AC 400 400 t YOM 1998	 Liebherr LTM 1500 500 t YOM 1999

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Manufacturer	Type	Year	Capacity
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Tadano Faun	ATF 30-2 L	2005	35 t
Tadano Faun	ATF 30-2 L	2005	35 t
Krupp	35 GMT-AT	1987	35 t
PPM	ATT 400/2	2000	35 t
Terex Demag	AC 40-1	2002	40 t
PPM	ATT 600	2000	50 t
Terex Demag	AC 55 L	2005	55 t
Terex Demag	AC 60 City	2002	70 t
Grove	GMK 4075	2001	80 t
Liebherr	LTM 1080-1	2003	80 t
Liebherr	LTM 1100-4.1	2003	100 t
Telescope AT crane			
Tadano Faun	HK 35	2002	35 t



3783 / 70 t Terex Demag AC 60 City, 2002



3790 / 80 t Grove GMK 4075, 2001



3784 / 100 t Liebherr LTM 1100-4.1, 2003

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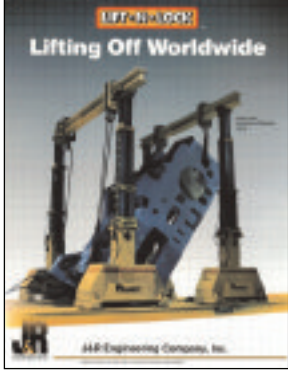
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40 t DEMAG AC 40-1, year 2000	100 t LIEBHERR LTM 1100/1, year 1997
31.2 + 7.1 m, 6 x 6 x 6, MB engine	45+20 m, 10 x 8 x 8, 2x LIEBHERR engines
40 t DEMAG AC 40-1, year 2005	350 t TEREX AC 350/6, year 2010
31.2+ 13.0 m, 6 x 6 x 6, MB engine	64 + 20 + 72 m, 12+8+10, 2 x MB-engines

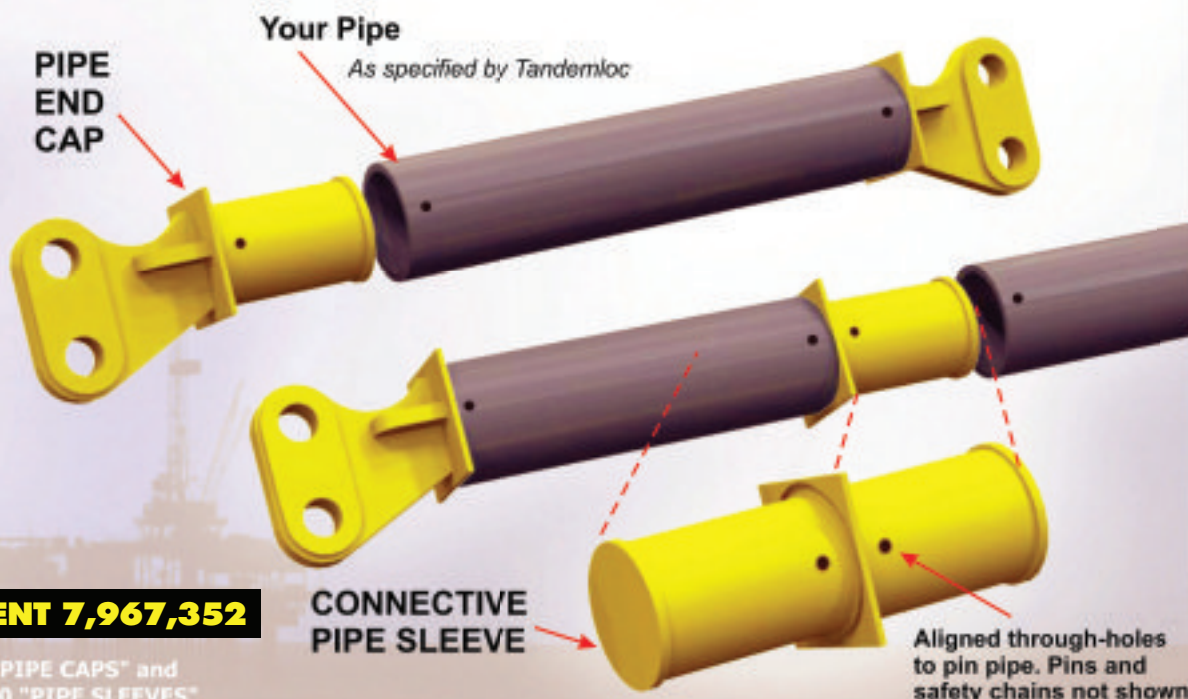
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30 t PPM ATT 335	1997	4x4x4	27,40m + 15,00m
33 t P&H S 35	1987	4x4x4	25,90m
35 t Liebherr LTM 1030/2	2003	4x4x4	30,00m + 15,00m
40 t Demag AC 40	2000	6x4x6	31,20m + 13,00m
40 t Faun ATF 40G-2	2007	4x4x4	35,20m
45 t Faun ATF 45-3	2005	6x6x6	34,00m + 15,20m
45 t Faun ATF 45-3	2006	6x6x6	34,00m + 15,20m
50 t Marchetti MG 50.3	1992	6x6x6	32,00m + 16,00m
50 t Grove GMK 3050	2001	6x6x6	38,00m + 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 Krupp KMK 4055	1989	8x6x8	35,10m + 16,00m
55 t Grove GMK 3055	2005	6x6x6	43,00m + 15,00m
60 t Liebherr LTM 1060/2	2000	8x6x8	42,00m + 17,00m
60 t Liebherr LTM 1060/2	2000	8x6x8	42,00m + 17,00m
60 t Liebherr LTM 1060/2	2004	8x6x8	42,00m + 17,00m
70 t Krupp KMK 4070	1995	8x6x8	38,10m + 16,00m
70 t Faun ATF 70-4	1996	8x6x8	40,50m + 16,00m
70 t Faun ATF 70-4	1999	8x6x8	40,50m + 16,00m
70 t Faun ATF 70-4	1998	8x6x8	40,50m + 16,00m
100 t Demag AC 100	2001	10x8x8	50,00m + 17,60m
130 t Demag AC 335	1989	10x8x8	50,00m + 17,00m
160 t Liebherr LTM 1160/2	2002	10x8x8	60,00m + 36,00m
200 t Demag AC 615	1992	12x8x8	50,00m + 20,00m
225 t Liebherr LTM 1225	2000	12x8x10	60,00m + 22,70m
400 t Demag AC 1200 SL	1992	14x6x12	54,00m + 78,00m

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14 t Demag V73	1992	4x2x2	13,10 m
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DEMAG	AC40-1	2002	40 TON
GROVE	GMK3050	1996	50 TON
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GROVE	GMK3050	1996	50 TON
FAUN	ATF70-4	1997	70 TON
DEMAG	AC250	2007	250 TON

CRAWLER CRANES:

ZOOLION	QY70	2008	70 TON
LIEBHERR	HS 853 HD	1995	80 TON
LIEBHERR	LR1160	2006	160 TON
SENNEBOGEN	5500	2004	180 TON
LIEBHERR	LR1300	2011	300 TON

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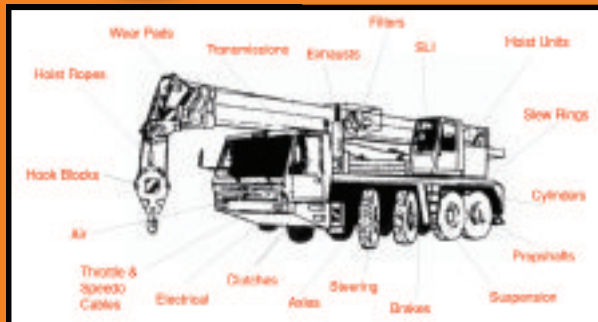
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225 t



Liebherr LTM 1225, 1999

120 t



Liebherr LTM 1120, 1997

60 t



Tadano Faun ATF 60-4, 2000

60 t



Liebherr LTM 1060-2, 2001

50 t



Grove GMK 3050, 1999

40 t



LKW Actros DB 4143
Sennebogen HPC 40, 2002

40 t



Demag AC 40, 2005

35 t



Liebherr LTM 1030-2, 2002

25 t



Demag AC 25, 1998

21 t



FRM 2 axle trailer, 1999

Further cranes / Coming soon

40 t, Demag AC 40, 2011

60 t, Tadano Faun ATF 60-3, 2008

65 t, Faun ATF 65G-4, 2008

500 t, Demag AC 500-1 SL, 2001

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- Machine inclination sensor*
- Counterweight detect system*

* optional items

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