

INTERNATIONAL

JANUARY 2016
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AND SPECIALIZED TRANSPORT

Crane confidence survey

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At the start of this New Year let's have and look for some optimism and hope of a brighter future. If not before, something that will kick start that with a vengeance is the massive Bauma exhibition in Munich, Germany, this April. All 575,000 square metres of space at the world's largest trade fair is sold out. With more than 3,400 exhibitors and more than half a million visitors, the last show was larger than any of the previous events and this one, the 31st, promises to be a show above and beyond its usual epic proportions in all respects.

Also positive is our Crane Rental Confidence survey this month on page 34. A very strong majority, 78.5 % of respondents, forecast that rental fleet utilisation will either improve or remain stable in the next 12 months. Nearly 57 % of respondents reported business in 2015 was better than 2014 and almost 60 % expect it to improve in 2016.

On rental rates, by various crane types, between a quarter and almost half of respondents said that prices increased over the last year. Looking ahead the outlook is even brighter, with between a third and almost two thirds, according to crane type and capacity, of respondents forecasting an increase.

Ron DeFeo, outgoing Terex chairman and CEO, also sees a positive future for crane rental. "You combine economics and uncertainty and a customer makes a decision to defuse risk," he said. "If I don't know how long I will have a job and I don't know exactly what the next job will be, it's better for me to temporarily acquire the equipment I need than to permanently put that equipment on my balance sheet, hoping that I can sell that equipment or monetise that equipment down the road, at an attractive price. It's a fundamental." Look out in a future issue of *IC* for a full interview with DeFeo.

Finally, I'd like to say goodbye and thank you to Laura Hatton who left the magazine at the end of 2015. She joined as assistant editor at the end of 2012, just before the previous Bauma exhibition in Munich, and soon developed good relationships with key people in the industry. She did a whole lot of good work for which I would like to thank her and wish her well in her new career in the car industry.

ALEX DAHM

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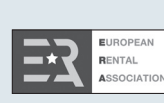
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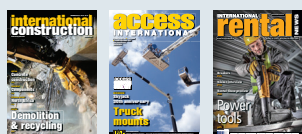
ON THE COVER



A stretching machine used by Teufelberger in the manufacture of ropes that incorporate synthetic fibres. See page 22.

SUBSCRIPTIONS

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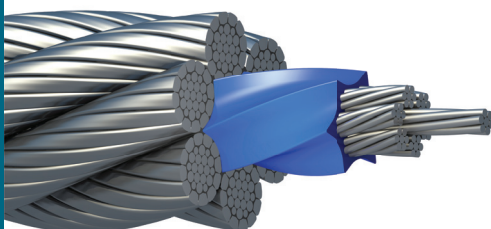
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HIGHLIGHTS

■ **International Mobile Cranes (IMC) in Germany** has acquired 30 used cranes from Austria-based crane and transport service provider Prangl. The value of the used cranes from Prangl's fleet is approximately €5 million (US\$ 5.4 million). IMC has received approximately 70 % of the used machines and re-sold them to companies abroad, a company spokesperson said. The deal was sealed as Prangl was renewing part of its fleet with 40 new cranes. The new models ranged in capacity from 40 to 1,000 tonnes.

■ **UK-based Lifting Equipment Engineers Association (LEEAA)** will open an office in Dubai, its first location outside the UK in its 71 year history. It will be in the Dubai International Academic City (DIAC) and the official opening date is 10 January 2016. The initiative reflects both the association's growing membership in the Middle East and North Africa – 220 companies – and its wider international expansion. Non-UK membership has increased to around 580 companies, representing 60 % of the total. Kevin Crilly, the nine-year LEEAA veteran and the organisation's regional manager – east, has moved to Dubai to manage the new office.

■ **Nuclear site management contractor Magnox** used its new Unic URW-706 mini spider crane for decommissioning work at Torness Power Station, UK. The Nuclear Decommissioning Authority (NDA) owns the power station. The URW-706 lifts 6 tonnes at a radius of 3 metres and a height of 7.2 m. When configured with a searcher hook and a 3.1 m long fly jib maximum hook height is 22.7 m. Work at the Torness Power Station for the Unic spider crane included decommissioning a primary containment in the Steam Generating Heavy Water Reactor (SGHWR).

New president and CEO for Manitowoc Cranes

Barry Pennypacker has been appointed Manitowoc Cranes president and chief executive officer.

Pennypacker reports to Kenneth Krueger, interim chairman and chief executive officer of the parent company, the Manitowoc Company. Larry Weyers, current president of Manitowoc Cranes, will continue with the company as executive vice president of Manitowoc Cranes, the company said.

When the previously announced Manitowoc Foodservice division sell-off is complete the Manitowoc Company will change its name to Manitowoc Cranes, Inc. Pennypacker will then be

president and chief executive officer of Manitowoc Cranes and Krueger will serve as Chairman of the Board of Manitowoc Cranes, Inc.

Commenting on the appointment, Krueger said, "Barry brings a fresh perspective to the Manitowoc Cranes business. His results-focused leadership style has led the transformation of several complex businesses through continuous process improvements, which delivered significant operational and financial performance improvements and increased shareholder value. Furthermore, Barry's deep industrial expertise, coupled with the successful execution

of numerous lean initiatives throughout his career, makes him an excellent candidate to build on Manitowoc Cranes' leading market positions to return the business to growth and improved profitability."

Most recently Pennypacker was founder, president, and chief executive officer at Quantum Lean, a privately held manufacturer and supplier of precision components.

Previous employers include US companies Gardner Denver, Westinghouse Air Brake Technologies Corporation, the Stanley Works and Danaher Corporation. Pennypacker holds an M.B.A. in operations research and has a Bachelor of Science degree.

Baldwins in UK fined for corporate manslaughter

UK crane rental company Baldwins has been ordered to pay a total of £900,000 (US\$ 1.3 million) after being convicted of the corporate manslaughter of one of its employees.

Lindsay Easton died when the 130 tonne all terrain crane he was driving left an access road and ran into an embankment near Scout Moor Quarry, Edenfield, in the north west of England, on 15 August 2011. Easton was an employee of Baldwins Crane Hire Ltd.

It is believed his efforts to divert the vehicle away from a public road saved a greater tragedy which could have taken the lives of other road users.

Following a trial at Preston Crown Court, Baldwins Crane Hire Ltd was convicted of corporate manslaughter and failing to ensure the safety of other persons.

The court heard that in the four years since the accident

the firm has updated its records to a computerised system and introduced a maintenance programme using outside contractors to prevent any such tragedy happening again.

Judge Pamela Badley, sentencing on 22 December, at Preston Crown Court, ordered the company to pay a £700,000 (US\$ 1 million) fine and £200,000 (\$300,000) in costs.

Outside court, Easton's daughter, Chelsea, said, "He wasn't ill, he didn't put himself in a reckless situation. He went to work and he died in a situation that could have been avoided." Now the family is calling for compulsory MoT testing for all cranes and heavy plant machinery which uses public highways. Easton, from West Yorkshire, was not driving his usual vehicle when the accident happened.

John McNamara, Lancashire Police detective sergeant, said,

"Health and safety is something you can't take chances with. All employers must take that seriously so that we don't have anything like this again."

McNamara continued, "The brakes on the crane driven by Mr Easton that day were in a shockingly bad state."



HIGHLIGHTS

■ UK-based crane service provider Ainscough said it has acquired Specialist Crane Hire with immediate effect. Specialist Crane Hire offers lifting services in the North of the UK and has depots in Bishop Auckland, Morecambe and Wigan. Robin Richardson, Ainscough Crane Hire managing director, said, "Specialist Crane Hire is a very successful business with a track record of delivering excellent customer service. Acquisitions are a key part of our five year plan and we are delighted to make such an excellent acquisition at the beginning of this process."

■ Crane rental company Bhoir Group in Mumbai, India, has ordered six new Liebherr LR 1300 SX cranes and three units of derrick equipment. The 300 tonne capacity crawler crane is manufactured by Liebherr-Werk Nenzing in Austria. It has a maximum main boom of 92 metres and a luffing jib up to 113 m with various boom combinations.

Brisbane-based crane service provider Universal Cranes helped with the construction of a new bridge over Duck Creek, in New South Wales, Australia. Main contractor is Leighton Contractors. The 117 metre-long Duck Creek Bridge forms part of the Pacific Highway update project commissioned by the Australian and New South Wales governments. The Pacific Highway is 965 km long and runs along the central east coast. It is one of the busiest roads in Australia. The bridge beams were transported by Universal Cranes 200 km to site from Coffs Harbour using special beam transportation trailers. On site a 450 tonne capacity Grove GMK7450 all terrain crane with MegaWingLift attachment and a 275 tonne capacity Manitowoc

Kobelco merger in April

Kobe Steel, Ltd. and its subsidiaries, Kobelco Construction Machinery Co., Ltd. and Kobelco Cranes Co., Ltd. in Japan, concluded an agreement on 21 December to merge the cranes and construction machinery businesses.

The merger is planned to take effect on 1 April 2016. It was April 2004 when the crane business was spun off as a separate Kobelco business. Kobelco Cranes will now be reabsorbed into Kobelco Construction Machinery.

Kobe Steel Group said in its medium term business plan that it would strategically expand its machinery-

related businesses. Kobe is merging the two companies as it "considers it necessary to further strengthen its business foundation and accelerate global development in relation to the construction equipment business."

A company statement continued, "The merger is anticipated to improve business efficiency, strengthen product development capabilities, and bolster global development. It will also enable Kobe Steel to pursue new possibilities from the synergy derived from the accumulated technologies of its excavators and cranes. Considerations will continue with regard to the consolidation

of domestic and overseas locations."

Following the merger the business and its organisation will be reviewed throughout, including development, procurement, manufacturing, quality and sales. Combining and rearranging common operations will increase business efficiency, while the effective utilisation of management resources will strengthen management, the company said.

Synergies in product development will see resources combined for improving fuel efficiency and noise reduction, new materials, and some other technologies.

Imperial Crane acquires Speedway Crane in Illinois

Crane rental company Imperial Crane Services, Inc. in the USA, has acquired Speedway Crane. Both companies are

headquartered in Illinois and Imperial also has offices in Indiana and Texas.

Speedway Crane was established in 2002 by owner Mike Fitzgerald who built up a crane rental customer base in the steel industry and the industrial sector. Speedway has an EMR (experience modification rate) of 0.0 with no recordables or accidents. Fitzgerald was a crane operator at Imperial Crane from 1990 to 2002.

Commenting on the acquisition, Mike Fitzgerald said, "Speedway Crane is a great fit for Imperial Crane as both companies strongly focus on safety, customer service, and retaining skilled employees. Imperial Crane's solid reputation in the industry and continuously expanding fleet will allow us to magnify our existing relationships with our customers and offer additional resources that weren't available to us before the merger. Being a previous employee of Imperial, I recognise that Imperial and Speedway share the same values and vision."



Imperial Crane Service and Speedway Crane

BJ Bohne, Imperial Crane owner, said, "Imperial Crane is excited about this new venture and looks forward to passing on the benefits of this partnership to our loyal customers. This acquisition will allow Imperial to open doors to a new customer base that was previously untapped. We welcome Mike and his team to the Imperial Crane family as they will have an immediate impact to enhance the ongoing success of our company."

Imperial Crane has worked in manufacturing and heavy industries for more than 45 years, providing crane rental with its fleet of more than 250 pieces of equipment.



UPGRADED
COMANSAS

Crane manufacturer Linden Comansa has launched upgraded models of its LC2100 series of flat top tower cranes.

In the 18 tonne capacity range the 21LC335, 21LC550 and 21LC660s are now available with load capacities up to 20 tonnes. The increased capacity from 18 tonnes was achieved by strengthening the trolley and hook assembly.

In the 24 tonne capacity range, the 21LC550 now has a load capacity of 25 tonnes. It also has a new hoist cable, which has increased the drum capacity from 640 to 720 metres in the standard 65 kW motor and optional 110 kW motor, and from 1,450 to 1,580 metres in the optional 110 kW motor with a high-capacity Lebus drum, the Spanish manufacturer said.

New to the series is the 21LC450, available in 20 and 25 tonne versions. It is based on the 21LC400 but has modified hoist and trolley and hook assembly, new turntable, slewing ring and cat head and is interchangeable with the new 25 tonne 21LC550.

The 21LC450 20t has a load capacity two tonnes greater than its predecessor.

See www.khl.com for all the latest product news.

Cranes on site include three 36 tonne capacity 542 HC-L 18/36 Litronic luffing jib units and four 16 tonne capacity 280 EC-H 16 Litronic units



New SyncHoist from Enerpac

Specialized lifting and jacking equipment manufacturer Enerpac has a new below the hook load manoeuvring system. The SHAS-Series Autonomous SyncHoist uses four computer-controlled hydraulic lifting cylinders, suspended directly on ropes or under an auxiliary frame from a crane. It is designed to allow one crane to accurately hoist and position a load where space is limited.

Tandem or multiple crane lifts can be difficult to synchronise, Enerpac said, claiming its SyncHoist system is an easier to use, safer and more cost-effective alternative for below the hook load lifting and positioning.

Four double acting hydraulic cylinders are connected to lifting points above the load or under an auxiliary frame. Cylinders are available in either 110 or 225 tonne capacity.



HIGHLIGHT

Manufacturer of below the hook equipment Modulift has appointed distributors in South America and Saudi Arabia. Green Line Colombia S.A. is become Modulift's first official representative in South America. Saudi Dutest Industrial Company LLC will distribute the UK company's range, including spreader beams, lifting beams and other equipment, throughout the Kingdom of Saudi Arabia. Sarah Spivey, Modulift managing director, said, "We have been referring to 2015 within the Modulift family as the year of the distributor and it is fitting that we conclude that year with two new partners to our network, representing us in markets integral to our growth strategy in 2016 and beyond." Spivey continued, "We are excited about working with Mr. Castillo and the team at Green Line Colombia, while the appointment of Saudi Dutest is equally satisfying given that we have been in dialogue with them for several years. We only move forward with the right partners, as these appointments prove."

Agrimeco builds tall in Vietnam

Vietnamese engineering and construction conglomerate Agrimeco has put seven units of Liebherr tower cranes to work on the VietinBank Towers project in Hanoi, Vietnam.

Agrimeco is a joint venture

with Hoa Binh Construction, the main contractor for the construction works.

The VietinBank Towers is a 300,000 square metre development. It will have two towers, one 68 storeys and the other 48 storeys. The towers will be connected by a seven-storey podium. The taller tower will rise to a height of 363 metres and will be a V-shaped building. The smaller tower will be triangular and will rise to 280 m.

Cranes on site include three 36 tonne capacity 542 HC-L 18/36 Litronic luffing jib units and four 16 tonne capacity 280 EC-H 16 Litronic units. The three luffing jib units are helping construct the office tower and the four 280 EC-H 16 Litronic models

will be used to erect the hotel and residential tower and the podium block.

The office tower will have six steel trusses, each weighing approximately 1,000 tonnes and 55 m wide by 10 m high.

Le Van An, Agrimeco president and CEO, "VietinBank Towers will be the tallest structure in Vietnam. It also presents the most rigorous engineering demands of any high-rise structure in our country."

Mike Tay, senior regional sales manager for tower cranes at Liebherr-Singapore, said, "Vietnam has always been a very competitive market for our tower cranes, as Chinese-built cranes and second-hand units have had the price advantage, and the volume of high-rise building has until recently been limited."

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LIEBHERR

HIGHLIGHTS

■ Tower crane manufacturer Linden Comansa and German dealer BKL Baukran Logistik will exhibit together at Bauma 2016. The construction machinery trade show is the largest in the world and will be held in Munich, Germany, from 11 to 17 April 2016. It will be the second time that Linden Comansa and BKL will present their products and services together at the show. On display will be tower cranes from Linden Comansa and a selection of products and crane-related services from BKL. Alberto Munárriz, Linden Comansa CEO, said, "Exhibiting with BKL in 2013 brought more business to both while our partnership grew stronger."

■ Crane rental company Bragg Crane Service, based in California, USA, has taken delivery of eight new Tadano GR-900XL rough terrain cranes. They have already been put to work on major projects in refineries, renewable energy projects and other plant maintenance projects. Greg Nichols, Bragg Crane Service corporate equipment manager, said, "Our rough terrain fleet is heavily utilised and having a machine on a long-term project that we can trust to start and finish the job is of the utmost importance to our company." Cameron Bragg, Bragg Crane Service marketing associate, said, "We are very familiar with the Tadano product line, so to us it comes as no surprise that we received a crane product that met all of our expectations." Ron Dogotch, Tadano America vice president of sales, said, "We've heard great things from Bragg on operator adoption so far. Tadano America is pleased to continue providing this valued customer with a high quality product." John Buksa, Bragg Crane Service operations manager, said, "These Tadano rough terrain cranes will give Bragg Crane Service an advantage."

First Wolff in Manhattan

American crane rental company Federated Crane set up a Wolff 700 B US luffing crane at Three World Trade Center (3 WTC) site in Manhattan, New York, USA.

At 541 m, One World Trade Center in Manhattan is the tallest building in the United States and the main building of the new World Trade Center complex. The 53 tonne capacity (710 metre-tonne) Wolff 700 B US was set up with an internal climbing frame and 46 metre tower height. At its final height, the tower crane stood at 300 m.

Construction on 3 WTC began in 2010 and the tower crane with its 55 m jib and an additional 5 m fly jib will be on site until 2016. Tasks include lifting steel columns and girders for the outer shell.

A team from Wolffkran set the tower up. The challenge was to position the crane close to the inner core of the skyscraper which was several floors higher up than the outer shell. To work effectively, the crane was specially adapted and fitted with a 7.4 m counter jib. In addition, it is electrically powered to meet New York City regulations and has a line speed of up to 190 m/min.



The first Wolff in Manhattan

Three World Trade centre will be completed in 2018, standing 329 m tall, making it one of the ten tallest buildings in New York. Construction on Two World Trade Center is also ongoing. Already completed

are the 228 m tall Seven World Trade Center, the 297 m Four World Trade Center and since the 541 m One World Trade Center. They accommodate mainly offices but also include shops and restaurants.



Terex CC 8800-1

Fleet expansion for Mammoet USA

Mammoet has added a Terex CC 8800-1 lattice boom crawler crane to its USA branch.

The deal is part of a US\$100 million dollar investment in the Mammoet fleet, including a number of crawler cranes in the 100 to 600 tonne lifting capacity range.

The 1,600 tonne capacity CC 8800-1 will be used on Gulf Coast projects, including a cat cracker turnaround project at a Texas Gulf Coast refinery. It will then move on to additional projects along the coast, a company spokesperson said.

The new cranes will expand Mammoet USA's total regional fleet to 75 units. The CC 8800-1 will also be available with a Boom Booster kit.

Pierre Mille, Mammoet USA sales director, said, "We are excited to introduce this brand new CC 8800-1 to the US market. Its large capacity and unmatched flexibility make it possible to be used in confined spaces without compromising its lifting abilities. The Boom Booster kit will also give the crane even greater capacity, specifically for tall vertical lifts."



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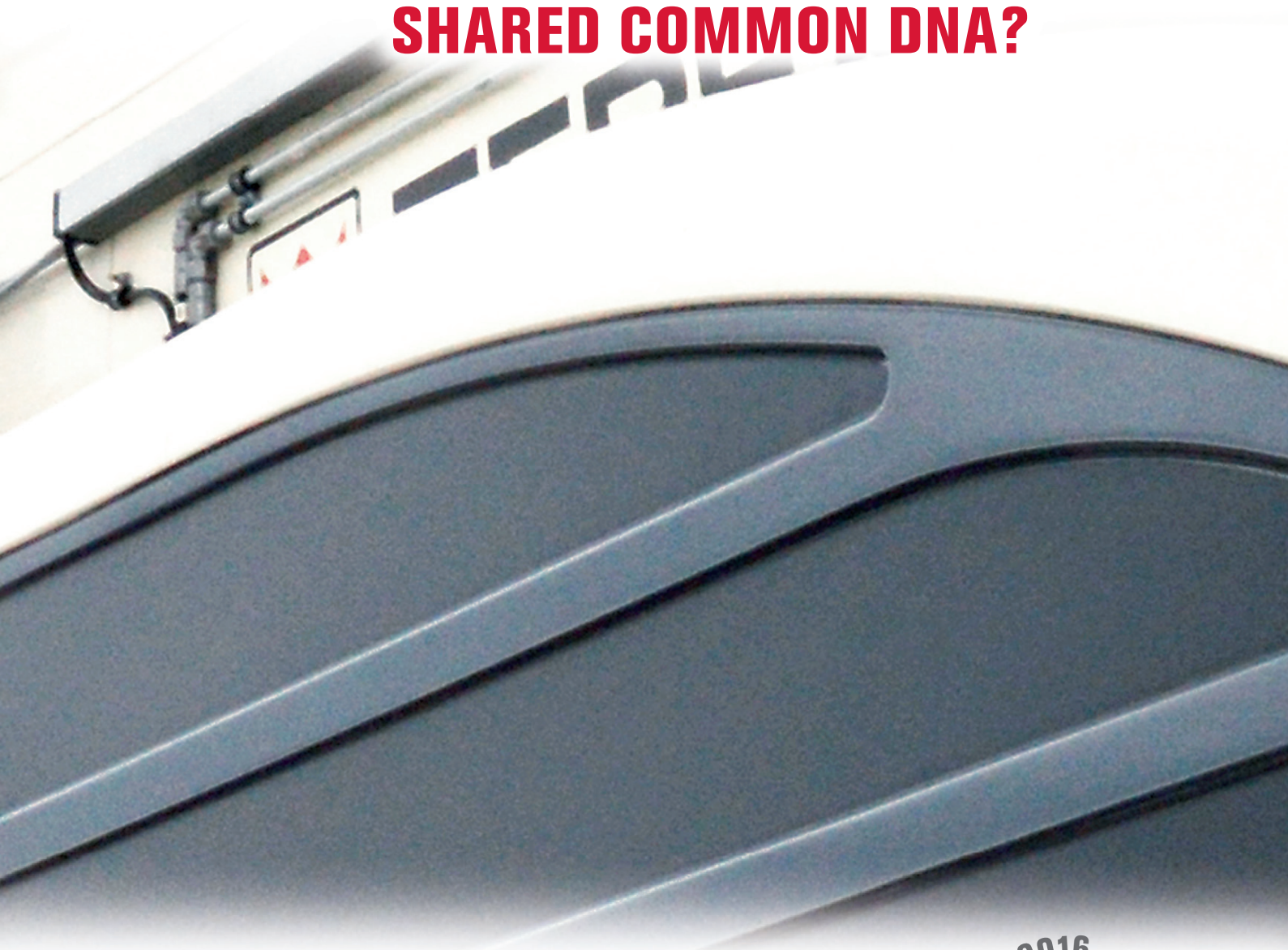
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Last year was a poor one for the stock markets and crane manufacturers' share prices were particularly hard hit. *IC* reports

Review of 2015

Many investors will be relieved now that 2015 is over. Although there were moments of promise, many of the major stock indicators had a tough time – the Dow lost 2.29 % of its value over the course of the year and the FTSE 100 was down 4.91 %.

Although the Nikkei 225 put on a useful 9.33 % and there was also growth for European indexes like the DAX and CAC40, it was a turbulent year on the whole. Falling commodity prices and the marked slowdown in China's economic growth hurt the global economy, and many companies felt the impact of that.

There were positives, of course, largely felt in the developed world. In North America, US economic growth remained strong, the construction industry had a year of robust growth and the optimism was enough to see the Federal Reserve push up interest rates for the first time in almost a decade as the year came to an end. In Europe economic growth was weaker, but the fall in oil prices helped consumer spending power and the depreciation of the Euro was a boost for exporters.

Crane shares

Crane manufacturers were hit by the negatives more than the

positives, and as a result, *IC*'s Share Index lost 37.40 % of its value over the course of the year. Much of this was linked to the slowdown in China and the further steep fall in the Chinese construction equipment market, which hit domestic manufacturers particularly hard. XCMG, for example, China's largest crane maker, saw its share price drop 74.04 % over the year.

But the slowdown in China and elsewhere had an impact on almost every manufacturer which makes up the Share Index. The only exception was Palfinger, which benefited from improving markets in Europe and, to a lesser extent, North America, which lifted its profits. All the other components of the *IC* Share Index lost ground in 2015 as a result of the slowdown in emerging markets.

As far as currencies were concerned, last year was all about the strengthening Dollar. It put on more than 10 % in value against the Euro and over 4 % against both the British Pound and Chinese Yuan, while remaining flat against the Japanese Yen. With interest rates being edged up in the USA, the Dollar could strengthen more in 2016.

In view of last year's losses and the factors which drove them, crane manufacturers will hope for increased commodity prices in 2016 and more robust economic growth among the world's emerging markets, particularly the BRICs (Brazil, Russia, India & China).

2015 *IC* SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	PRICE CHANGE	% CHANGE
<i>IC</i> Share Index*		78.42	49.09	-29.33	-37.40
Legacy <i>IC</i> Share Index**		352.82	259.45	-93.37	-26.46
Dow Jones Industrial Average		17833	17425	-408	-2.29
FTSE 100		6565	6242	-323	-4.91
Nikkei 225		17409	19034	1625	9.33
Hitachi Construction Machinery	YEN	2565	1867	-698	-27.21
Konecranes	€	24.04	22.06	-1.98	-8.24
Kobe Steel	YEN	210	131	-79	-37.62
Liugong	CNY	12.80	7.63	-5.17	-40.39
Manitowoc	US\$	21.88	15.66	-6.22	-28.43
Palfinger	€	20.59	25.75	5.17	25.09
Sany Heavy Industry	CNY	10.03	6.03	-4.00	-39.88
Tadano	YEN	1495	1425	-70	-4.68
Terex	US\$	28.45	18.57	-9.88	-34.73
XCMG	CNY	14.91	3.87	-11.04	-74.04
Yongmao Holding	SGD	0.12	0.15	-	-75.00***
Zoomlion	CNY	7.13	5.06	-2.07	-29.03

**IC* Share Index, 1 Jan 2011 = 100 **Legacy *IC* Share Index, end April 2002 (week 17) = 100

*** Yongmao 1-for-5 reverse share split in November

EXCHANGE RATES – VALUE OF US\$

CURRENCY	VALUE AT START	VALUE AT END	VALUE CHANGE	% CHANGE
CNY	6.220	6.526	0.3058	4.92
€	0.8356	0.9266	0.0910	10.89
Yen	120.36	119.23	-1.13	-0.94
UK£	0.6529	0.6812	0.0283	4.34

Period: Weeks 1 to 52

Switching designs

Rope is available in steel, synthetic and hybrid versions. Each type has its own advantages and disadvantages. LAURA HATTON investigates

When changing the type of rope used in hoisting operations a number of points have to be taken into consideration. As Helene Leitner, head of marketing at German rope manufacturer Teufelberger explains, if someone wants to switch from wire rope to fibre rope the requirements of the specific application have to be checked.

Jason Wormald, Bridon International group product development and technology centre manager, points out, "It is important to refer to the standards for specific applications. Each situation is different and design standards for synthetic rope often differ from wire rope, so a qualified person should be consulted in each case. As a general rule, when considering using synthetic ropes on equipment which has previously used a steel option, wear points should be inspected and freed from conditions such as burrs, sharp edges, damage, or anything which may compromise the integrity of the synthetic rope.

"Typically, synthetic ropes require

bespoke equipment designed to suit the material and construction of the rope being used, unlike our hybrid ropes which have the weight saving properties of fibre and the robustness of steel, allowing them to be deployed on existing steel rope equipment," Wormald adds.

Helene Leitner adds, "For winch applications, you can normally choose the same diameter as you would for a wire rope (including the cover) which makes it extremely comfortable to the customer to change from wire to synthetic rope without adaptation of the machine."

Another factor that can be overlooked is lubrication, as Wormald points out, "Lubrication is one of the key parameters often overlooked when selecting wire rope. The correct lubrication can have a huge impact on extending rope life. Bridon has recently developed a new range of wire rope lubricants and service dressings which outperform existing benchmark products and also address the Ecolabel certification

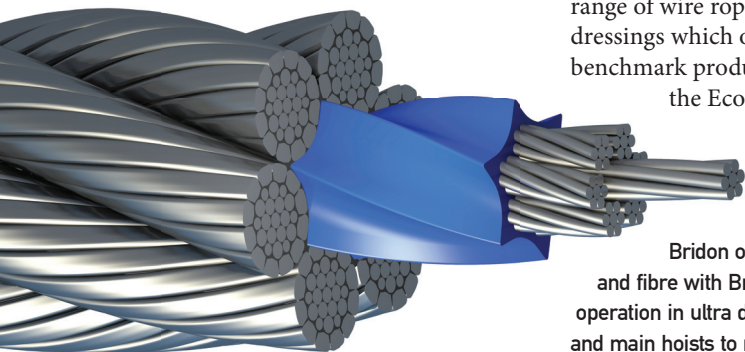
requirements of some environmental protection agencies."

Bridon offers rope solutions ranging from six- and eight-strand types in both steel and fibre with Bristar technology, to complex low rotation multi-strand ropes designed for operation in ultra deep waters. Bridon also offers double compacted steel ropes for boom hoists and main hoists to meet the endurance demands required for the application

Advantages

One of the main advantages of switching from steel to synthetic rope is the reduction in weight. According to rope manufacturers, synthetic rope makes installation and replacement easier and, in addition, they do not corrode with exposure to moisture. They can, however, degrade in other ways, for example from UV and heat.

"They are generally non-conductive if clean and dry (a consideration when working with or around utility lines), can have excellent bending and tension-tension fatigue properties and can often be terminated, repaired or replaced in the field without heavy equipment," Jason Wormald says. "Steel wire ropes offer better abrasion resistance, are not susceptible to UV light, and have better axial stiffness and creep characteristics (tendency for the rope to stretch and continue to elongate under load). Hybrid ropes can offer the best of both materials where improved endurance in fatigue and weight saving is combined with the robustness of steel and ability to be deployed on existing systems. Wire rope can also be inspected with traditional NDT





Industrial lifting operations being carried out with ropes made using Dyneema fibre

Pictured right is a stretcher used by Teufelberger when manufacturing a rope made with STS-stronger than steel technology

methods and has clearly defined and tested discard criteria.”

Not having fully regulated discard criteria is a disadvantage of synthetic ropes. As mentioned in previous articles, replacement criteria for ropes vary depending on whether it is steel or synthetic. Wormald says, “Bridon recommends users should follow standards that are applicable to their specific application. For general winch applications refer to ASME B30.7, which defines inspection and offers wire rope retirement criteria.

Other references governing winch operation in specific applications include OSHA 1917.47, ISO 6115, 3730, and 3078. “For synthetic ropes, refer to Cordage Institute spec CI 2001-04 for inspection criteria,” Wormald adds.

German rope manufacturer Teufelberger also develops and manufactures both steel and synthetic ropes, including steel and synthetic ropes designed for winch applications. Helene Leitner says, “In case of fibre ropes, the criteria for replacement are quite simple: as



long as the cover is okay, the core is mostly okay too. So a careful visual inspection of a fibre rope is obligatory. If the cover is damaged and you can see the core in any way you must refrain from using the rope further.

“For steel wire ropes there is a standard in place for discard criteria,” Leitner

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DSM Dyneema supplies HMPE fibre to rope manufacturers to produce high performance synthetic ropes

continues. "For special ropes Teufelberger developed the Teufelberger Damage Ratio Calculator (TDRC). Experience has shown that ropes are often discarded either too early or sometimes discarded too late, and that the real performance of an MRT rope cannot be assessed by the use of tonne-cycle calculations. The TDRC is based on a theoretical model that calculates the damage ratio as a degree for rope degradation and determines the earliest possible moment of rope failure. The calculation combined with a practical inspection results in an ideal rope lifetime. This leads to increased safety due to daily rope condition monitoring, pre scheduled rope changes and decreased cost because of less downtime."

Discard criteria

Casar, part of the WireCo World Group, produces tailor-made steel wire ropes. The manufacturer recommends its customers to follow instructions according to ISO 4309. The standard defines exact discard criteria, including visible broken wires, decrease in rope diameter, fracture of



strands, corrosion, deformation and damage as well as general discard criteria.

Markus Klinck, Casar product manager and industrial engineer, says, "To be able to ensure that our ropes will have the best performance and longest lifetime on the drum, they are produced within very tight diameter tolerances. The design of our ropes fits to all of the well-known drum and winch manufacturers

in the market. Due to the compaction and swaging technology of Casar, we are also able to supply our ropes as OEM for the big crane manufacturers. Casar also produce especially designed ropes for multi-layer spooling drums, where highest performance, breaking loads and the best spooling behaviour are required."

DSM Dyneema supplies HMPE fibre to rope manufacturers to produce high performance synthetic ropes. "Ropes based on Dyneema fibres give equal strength-to-diameter performance as existing steel wire ropes," the manufacturer says. "We have developed a portfolio of Dyneema grades specifically designed for these types of dynamic applications of running ropes, which have, for example, very good bending and abrasion properties. Examples are Dyneema SK78 XBO and Max Technology DM20 XBO. Next to full synthetic ropes, also hybrid rope developments are based on Dyneema fibre products."

Maud Roeters, DSM Dyneema business development manager, adds, "Overall, industry organisations, such as ISO, FEM, ASME and the WSTDA, are working on new standards and guidelines enabling the use of synthetic fibre rope and sling technologies for hoisting applications."

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Wolffkran's strongest luffing cranes are working on the Kusile Power Plant project in Kusile, Nkangala district, Mpumalanga Province, South Africa



Tower power

To help with energy shortages, two new power plants are being constructed in South Africa. One is based in Nkangala district, in the north-eastern province of Mpumalanga.

The main contractor for the coal fired Kusile Power Station is Mitsubishi Hitachi Power Systems Africa (MHPSA). The power plant will consist of six 800 MW units giving a total capacity of 4,800 MW of electricity a year. Once complete it will be the fourth largest coal-fired power plant in the world.

To help with the construction MHPSA has put seven Wolff tower cranes on site, including four Wolff model 1250 B and three Wolff model 355 B. Tasks for the cranes include moving steel and concrete elements weighing up to 60 tonnes.

The Wolff 355 B luffers were erected directly on the 122 metre-high boiler plants. In this way, an overall hook height of 186 m was achieved with the use of just one tie on the mast

Approximately 115,000 tonnes of steel will be installed in the construction.

The 60 tonne lifting capacity 1250 B towers have Wolff Fine Positioning controls and have been erected on cross frame crane bases to a tower height of 120

metres and 60 metre jib radius. They are tied to the stair towers of the boiler plants.

Andreas Kahl, Wolffkran managing director, said, "Working together with MHPSA, our technical support department developed special collar frames for the



Four Wolff 1250 B and three Wolff 355 B are in operation at the Kusile Power Plant construction site amidst a multitude of crawler and lattice boom cranes



stair towers to enable simple and yet stable anchoring of the crane to the structure. The crane concept envisages that one of the 1250 B cranes will be relocated to Unit 6 as construction progresses.”

The 28 tonne capacity Wolff model 355 Bs are on UW 260.3 undercarriage crane bases and are configured with 50 m jib radius and 9 m tower height. They have been erected on top of the 122 m high boiler plants, giving them an overall hook height of 186 m. “This saves on space on the ground as well as costs for the customer, because fewer tower elements are required and the assembly, using a mobile crane, is much faster,” Kahl added.

The luffers are rail mounted on the roof of the boiler plants, giving them a movement radius of about 40 m. They are now being used on Units 2, 3 and 4.

Wolffkran and MHPSA worked closely together to develop a collar frame for the stair towers to securely tie the crane to the structure





The Wolff 1250 B with a 60 metre jib and a tower height of 120 m is tied to the stair tower of the boiler house with just one tie

Economical lifting

To help with the assembly technical monitoring of the work, four Wolffkran service technicians were sent to the site. Kahl explained why, "The requirements for the personnel on the construction site are very high and the safety regulations are understandably strict. The space on the site is not only very restricted, but it also appears quite chaotic to the untrained eye. In addition to the seven Wolffs, numerous crawler and lattice-boom cranes are also in use to move very heavy and large components. That is why safety has top priority at the site."

In the past, Mitsubishi Hitachi Power Systems had only used crawler and lattice-boom cranes in South Africa for power plant construction. MHPSA brought the seven Wolff tower cranes following the construction of coal-fired plants in Wilhelmshaven in Germany and Maasvlakte in the Netherlands.

Stanley Langkilde, MHPSA construction services manager, said, "With this investment, we are not only investing in Kusile, but also in future



The standard Wolff Fine Positioning Controls are important on cramped construction sites such as the Kusile Power Plant project, the manufacturer said

power plant projects. The concept suits our needs perfectly. Together with Wolffkran's technical services and the long-lasting, modular cranes, we are very well set-up in

the power plant supply and construction market."

Three further 355 B Wolff tower cranes owned by MHPSA are also in use at the Medupi Power Station in the neighbouring province of Limpopo. Working on behalf of the South African electricity generator Eskom, the two coal-fired power plants in Kusile and Medupi will provide energy for the region. ■

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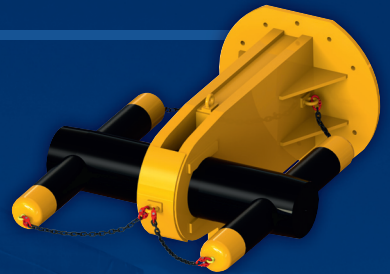
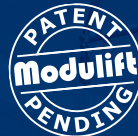
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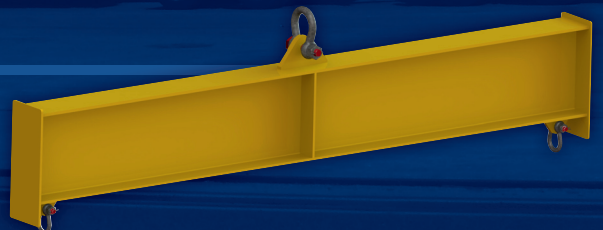
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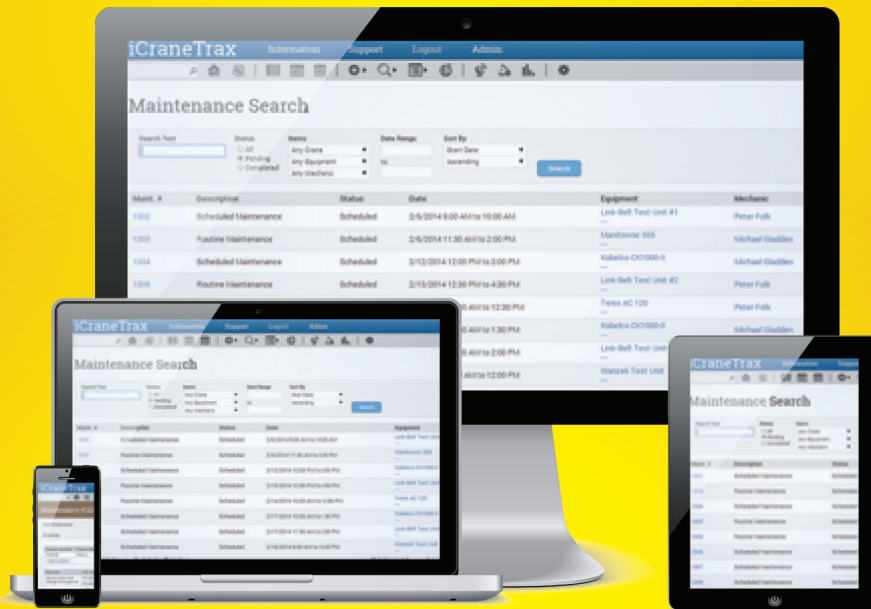




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One support element of the production platform on Scheuerle SPMT

Platform move for ALE

International heavy lift and specialized transport service provider ALE used its expertise to move a 4,140 tonne segment of a production platform for the Cygnus gas field in the North Sea.

The platform was moved on 168 axle lines of Scheuerle self propelled modular transporter (SPMT). Four tubular steel lattice support elements, were also

transported. These jackets ranged in weight from 1,180 to 2,125 tonnes each.

Main operator of the Cygnus gas field is GDF Suez E&P UK. The gas field should provide 5 % of UK gas production, supplying 1.5 million households with energy, a spokesperson said.

On arrival at the quayside, 300 metres away over a 3 % gradient, the components

were loaded out onto a waiting barge using ALE's ballasting and then transported to their final destination in the southern North Sea. The gas field is due for completion by 2016.

SILVASTI EXPANDS BUSINESS INTO RUSSIA

Finland-based Silvasti has opened an office in St Petersburg, Russia. The office is run by Olga Manukhina. Manukhina has several years of experience on special transports and project logistics in Russia. Her main tasks are to contact Russian customers and support the operations that Silvasti's western offices have in Russia.

Turkish transport for Ekin Heavy & Project

Ekin Heavy & Project Transportation transported a transformer through Turkey to a power station in Hakkari.

The transformer was 6.6 metres long, 2.45 m wide and 4.0 m high and weighed 86 tonnes. The Ekin team provided all necessary logistics solutions.

Ekin also handled the discharging of the transformer and accessories. The unloading of the transformer from the trailer was carried out using a jack and slide system, while the accessories were discharged by crane.



The transformer was 6.6 metres long, 2.45 m wide and 4.0 m high and weighed 86 tonnes. It was transported through Turkey to Hakkari

Wind equipment for Absolute Rigging & Transport



On public roads or in-plant operations, the K25 H is described by the manufacturer as a reliable and cost-effective transport vehicle with many models available and with a wide range of accessories

South African Absolute Rigging & Transport CC has increased its fleet to include 40 axle lines of Scheuerle-Kamag K 25 H modular trailers together with three sets of wind tower adapters.

The Scheuerle-Kamag K25 H has a high bending moment, large oil volume, freely accessible steering rods, reinforced lamellar coupling and wear-resistant construction, the manufacturer said. The product range includes the K25 H SP (self propelled), SPE (self propelled electronically steered), PB (power booster), SL (split type), ES (extra strong) and the K20 (light version). The Scheuerle-Kamag K25 H can be coupled with a

The purchase of a total of forty axle lines of Scheuerle-Kamag K25 and three sets of wind tower adapters has significantly advanced the business of Absolute Rigging & Transport CC



number of competitors' brands and comes with a huge variety of available accessories, the manufacturer added.

Since the purchase of the first K 25 H axle lines, Absolute Rigging & Transport CC managed to secure the onsite transport of wind tower sections for wind power generators. Mogamat Armien Hassiem, owner of Absolute Rigging & Transport CC, said, "Business is developing steadily and, today, we already have the second largest fleet of extendable steerable trailers in the country. Choosing the worldwide leading TII Group as our partner was definitely the right decision, and we are more than happy about the quality, the service and the can-do attitude."

Jubilee transport for Prangl



The self-propelled heavy-duty module PFTV 300 has transported its 100th rotor blade

Austrian crane and transport service provider Prangl marked the transport of its 100th wind turbine rotor blade using its self-propelled heavy-duty module PSF3000.

A small celebration was held at the Moschkogel 2 wind farm to celebrate the achievement. Representatives from Enercon were present alongside specialists from Prangl.

The PFTV 300 is a self-propelled heavy-duty module that can be controlled remotely. According to the manufacturer it can be operated in tough conditions and manoeuvred around tight and winding roads, for example, in alpine terrain in particular, the manufacturer added.

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Remanufacturing

Time and cost are two of the main reasons why crane owners choose to repair or refurbish instead of replace equipment with new. LAURA HATTON reports

The challenging economic situation of the last six or more years has made customers more inclined to get cranes and components repaired and refurbished instead of paying for new. In addition, more repairs are being carried out on older cranes.

As Bert Avezaat, from crane repair and refurbishment company Avezaat explains, the difference in price between repair and renewing can be more than 80 %.

"Many of our clients would like to invest in new cranes but, because of the difficulties of financing this kind of equipment and lack of profits last year, we do not expect many new cranes to be bought in the next few years," Bert Avezaat

says. "In general this means more work on refurbishment and repair projects for companies like us."

The growth of the repair market has also been seen by manufacturers. Although, as Wolfgang Beringer, responsible for sales promotion at Liebherr-Werk Ehingen, says, there is less demand for completely reconditioned and newly painted cranes and customers are requesting technically refurbished cranes. Another reason for choosing repair over replacement is availability. As Beringer points out, if a part is no longer available, repairing is the only option.

H&E Equipment Services (H&E), a Manitowoc EnCORE partner, for example, carried out the remanufacturing of a Manitowoc 4600 dragline crawler crane for United States Gypsum Company, based in

H&E Equipment Services remanufactured a Manitowoc 4600 dragline crawler crane for United States Gypsum Company, based in Chicago, USA. H&E found a second Manitowoc 4600 as a core machine for the remanufacturing process



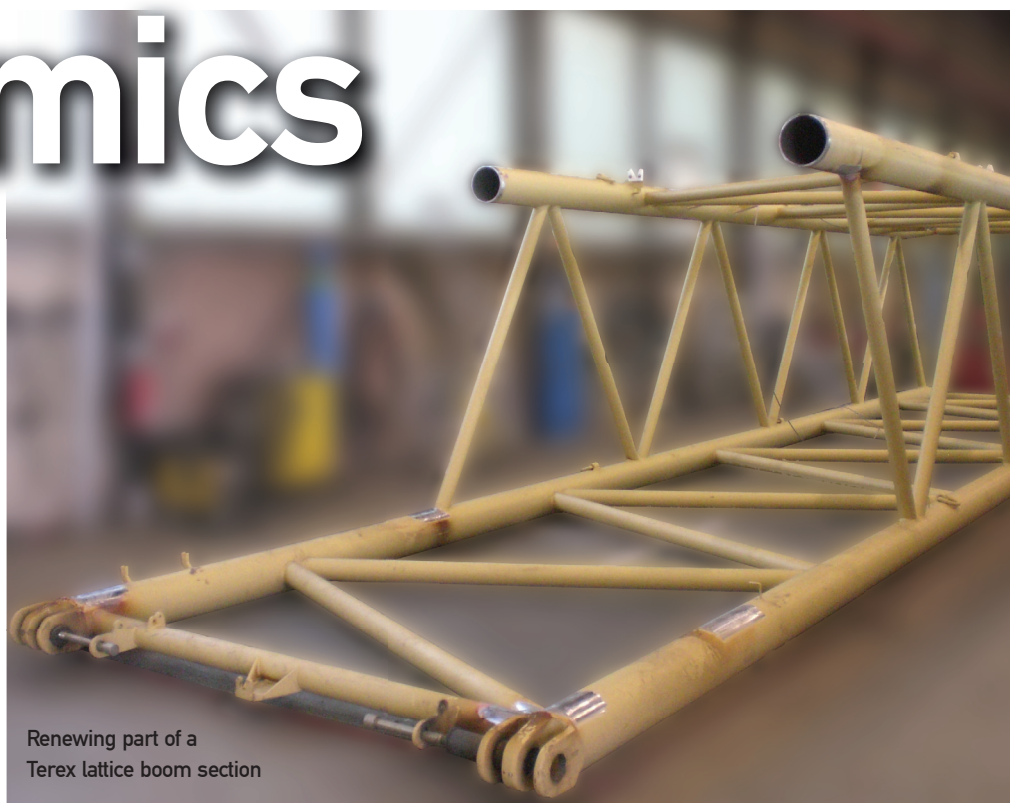
Chicago, USA. United States Gypsum Company's manufacturing plant in Sweetwater, Texas, used its Manitowoc 4600 for mining raw gypsum. The crane needed to be replaced, but the 4600 is no longer in production, so United States Gypsum called on H&E to find a second Manitowoc 4600 as a basis for the remanufacturing process.

In addition to the complete remanufacturing of the 4600, H&E installed a new air conditioning unit, a dual-chemical fire-suppression system, updated hand rails, adjustable access ladders, fall prevention guards, bail service platforms and maintenance access safety steps. Side mirrors, a full front cab guard and three cameras were also installed. The completed 4600 had a custom, chemical-resistant paint finish. The job was carried out at H&E's crane remanufacturing facility in Belle Chasse, Los Angeles.

Customer preference is also a deciding factor, a spokesperson from Terex explains, "Our customers have the knowledge and experience with their own model, and end users can be a bit apprehensive about newer models and their new functions. That's why they first think about repairing, instead of renewing."



economics



Renewing part of a
Terex lattice boom section

Dirk Koslowski, manager of the Treffler branch office in Ingolstadt, receives a refurbished Terex AC 40 City from Alexander Schneble, Terex repair shop manager in Bierbach, Germany

Regulations and safety

As more focus is put on crane safety, inspections, regulations and maintenance are becoming stricter and more controlled. For manufacturers, the same regulations apply with repair work and the manufacturing of new cranes. Wolfgang Beringer explains, "For example, for welding work we have to prove that we employ qualified staff. Also, the refurbished cranes have to get the same approvals of registration authorities like in Germany TÜV (Technical Supervisory Authority) and UVV (Accident Prevention Regulations, in France, Apave, and so on."

As a spokesperson from Terex points out, being qualified for carrying out repairs is vital. "Repair and refurbishment companies have to be qualified, e.g. have qualified welders and people for non-destructive testing. The Terex Cranes repair shops apply the same functional testing and load testing if required as the ones we apply in the acceptance testing area of our factories [for new cranes]."

Despite developments in regulations surrounding repair and refurbishment, there are still some general concerns in the industry. As Bert Avezaat explains, companies can find it hard to keep skilled and experienced employees up to date on

regulations and training. "What sometimes happens is that some companies are desperately in need of work," Avezaat adds. "They start working on crane booms and-or structures and things go seriously wrong. This is because of lack of knowledge or simply disobeying the regulations and safety laws."

The concern is felt by crane manufacturers and repair companies alike, as a spokesperson from Terex points out, "We are very much concerned with repairs carried out by third parties as these repair shops are often not fully qualified to carry out the required quality work, in particular when it comes to load bearing components and structures."

"We have seen accidents related to such bad repairs, so we inform our customers accordingly, together with the repair offer to avoid third parties offering poor quality at low prices," a Terex spokesperson continues. "Price should not be the only criterion when it comes to a decision on the place of repair, especially when it comes to safety and readiness of the equipment. Crane owners and insurance companies should be informed about the potential risks related to crane repairs performed by third party companies or persons not accredited or recognised by the original equipment manufacturer (OEM)."



The Liebherr service location in
Biggleswade, UK

Common repairs

Some of the most common repair and refurbishment jobs include carrier and undercarriage overhauls, engine, winch and hydraulic motor overhauls and boom repair. Bert Avezaat says, "We are not focused on simply renewing parts; we check the parts and try find the most cost efficient way to repair or refurbish a crane. This means that if parts need to be renewed we renew them, but when repair is a better option, we will choose this option. Repairing parts saves a lot of money and time, assuming that this will not be compromising to the quality or safety of the crane."

Avezaat recently opened a new workshop in Dubai, with a shot blasting and paint facility. The workshop and other facilities are built according to European standards and training is provided for staff.

"We are training and certifying staff

>

REPAIR AND REFURBISHMENT



Avezaat repaired two sections of boom from a Terex-Demag AC 100 all terrain crane, re-using the end pieces

three locations in the area of the Port of Rotterdam and near the Port of Antwerp. The main office and main crane repair and refurbishment and building new boom and jib sections (lattice and telescopic) takes place in Schiedam. "Our workshop and welders are DNV Germanischer Lloyd certified and we are ISO 9001 and ISO 3834-2 certified," Avezaat adds.

For repair and refurbishment, crane manufacturer Liebherr has three repair facilities in Germany, in Ehingen, Oberhausen and Alt-Bork, Berlin. The manufacturer also has repair and service centres in France, UK, Italy, Spain, South Africa, Australia, Russia, Brazil and USA. Personnel generally have a professional education, as mechanics, electricians and in mechatronics. Staff are trained regularly in new technologies, the company says.

locally but, until they have enough experience, we carry out the projects in Dubai with our Holland team to ensure the quality of our products," Avezaat says. "The quality control will always be monitored by our Holland staff. We have our own internal trainings for our staff to make sure we keep up with the latest developments in the market in terms of steel quality and technology."

In Holland and Belgium, Avezaat has

A partly renewed boom foot section of the main boom of a Terex CC 2500 crawler crane carried out by Avezaat

A new section build was carried out by Avezaat for a Hitachi Sumitomo SCX 2500 lattice boom crawler crane



Terex carries out repair and refurbishment work in factories in Bierbach in Germany, Montceau-Les-Mines in France, Fontanafredda in Italy and Brisbane in Australia. "In addition, we have repair stations in UK, Scandinavia and Latin America," a company spokesperson adds. "Our staff have a high training standard so we make sure that the cranes come back to the customers with their initial functions and configurations. If needed, we can use the factories with their equipment and experience."

A spokesperson from Terex adds, "Regarding refurbishment, we have recently worked in Bierbach a lot on all terrain cranes such as the AC 40/2, AC 250-1 and AC 350/6 models. It is very often about polishing and re-chroming the rings and the tubes, replacing the rollers, seals and cylinders."

H&E Equipment Services has a new crane remanufacturing facility for Manitowoc cranes in Belle Chasse,

USA. The centre provided the company with room to expand its operations and triple its capacity. The complex has two primary facilities: one for crane remanufacturing and another for heavy equipment structural repair. It has access to the Gulf of Mexico.





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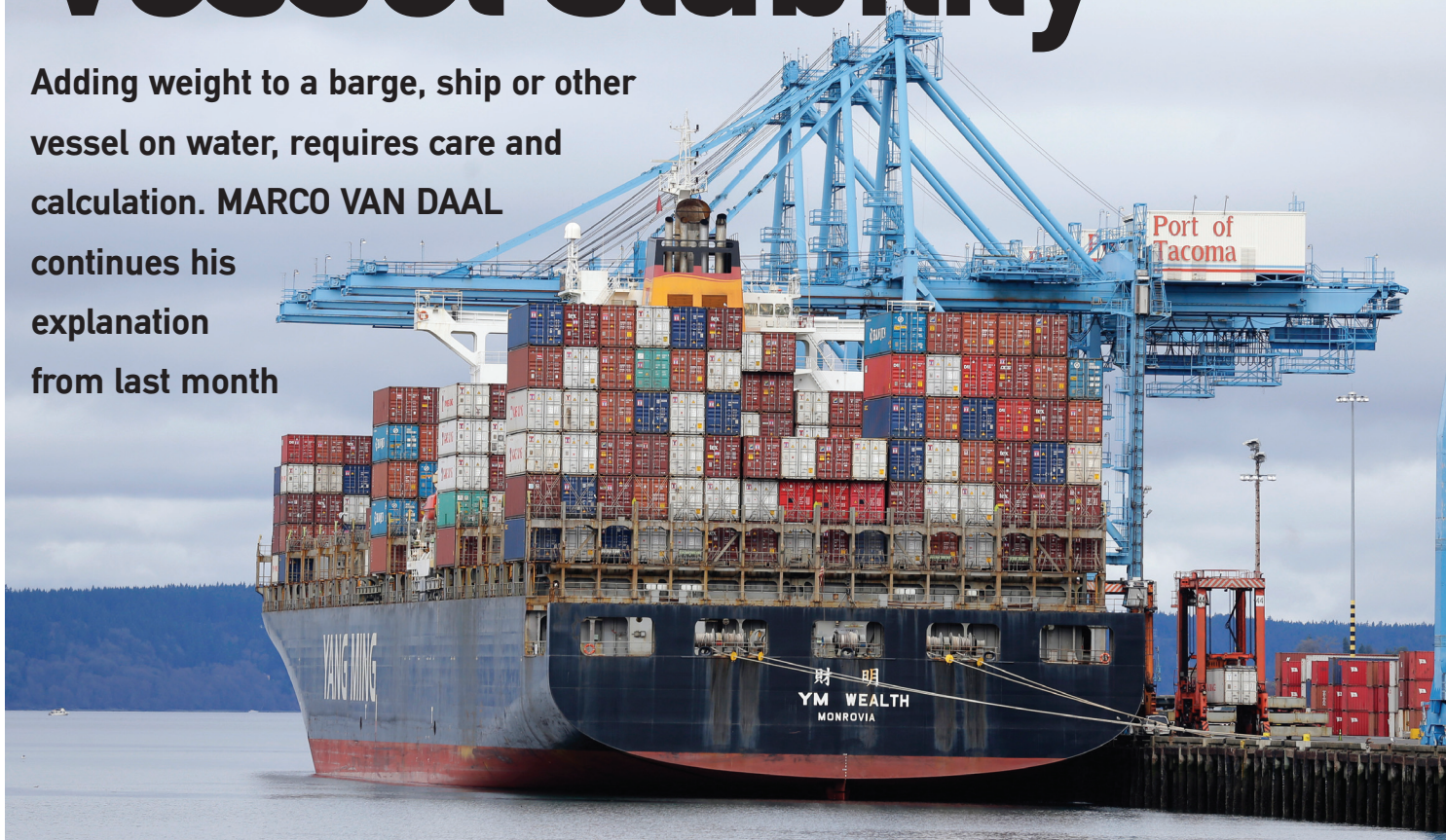
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Vessel stability

Adding weight to a barge, ship or other vessel on water, requires care and calculation. MARCO VAN DAAL continues his explanation from last month



A container ship operated by Yang Ming Marine Transport Corp. sits docked at the Port of Tacoma in Washington, USA

FIGURE 2



ABOUT THE AUTHOR



Marco van Daal has been in the heavy lift and transport industry since 1993. He started at Mammoet Transport from the Netherlands and later with Fagioli PSC from Italy, both leading companies in the industry. His 20-year plus experience extends to five continents and more than 55 countries. It resulted in a book *The Art of Heavy Transport*, available at: www.khl-infostore.com/books Van Daal has a real passion for sharing knowledge and experience and holds seminars around the world.

With the nautical terms and the buoyancy theory under our belt it is time to move on to the next topic, vessel stability. When adding weight to a vessel, ship or barge, the ultimate goal is to maintain a stable situation (without capsizing) throughout the loading activity as well as during the entire voyage. Added weight can be cargo, fuel, fresh water, ballast water, crew with luggage, supplies, etc.

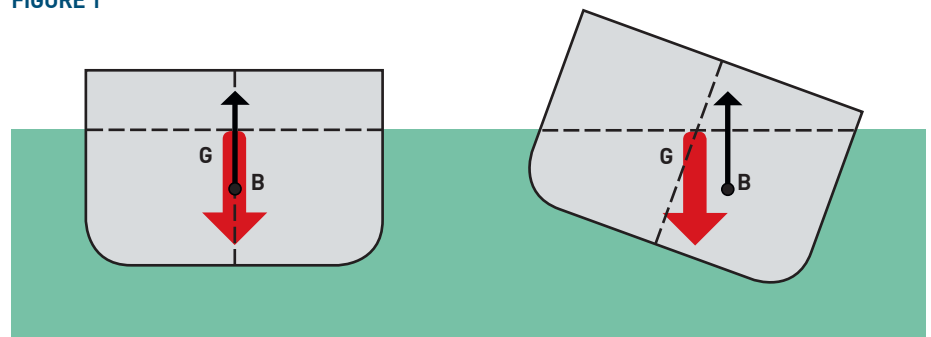
Additional weight on a vessel will cause it to further submerge (Archimedes law). The vessel will find a new equilibrium where the new buoyancy force (upward) equals the new gravitational force (downward). So far there is nothing new. It starts to become more complex when the

buoyancy force and the gravitational force no longer line up and the vessel leans to one side or to one end under the influence of external forces or weight being positioned off-centre on the vessel. See Figure 1.

The question here is how the vessel is being kept from capsizing. Why does the vessel not behave the same as the tree trunk as shown in Figure 2? As the boy makes an attempt to climb on the tree trunk, it will keep rotating in the water, making it difficult (if not impossible) to get on top of it. What makes these two floating objects behave differently? The answer lies in the shape of the object.

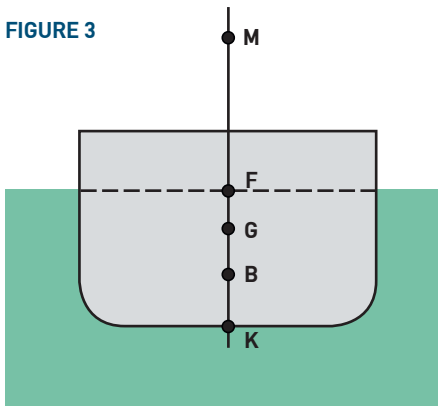
Before we go deeper into this, we have to clarify a number of hydrostatic terms

FIGURE 1



THE KNOWLEDGE

FIGURE 3



that we did not cover in the last article. Figure 3 shows each of these terms on a nautical vessel.

G or CoG stands for centre of gravity
B or CoB stands for centre of buoyancy
F or CoF stands for centre of flotation
M stands for metacentre.

The difficulty with each of these terms is that although they are all locations on the vessel they cannot be seen or measured. They can only be calculated, some only mathematically, some also graphically.

Let's start with the centre of gravity (CoG) as we have covered this in an earlier article. The CoG is actually the combined CoG of the vessel and everything (all added weight) on board. Figure 3 shows the CoG below the waterline, this is just an example, it can be above the waterline as well if the cargo weight is large compared to the vessel weight.

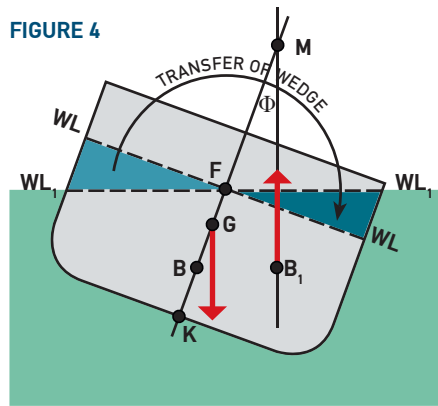
The centre of buoyancy (CoB) is the upward force caused by the weight of the displaced fluid (fresh water or seawater). This is Archimedes Law that we saw two articles ago. The CoB acts on the centroid of the shape of the displaced volume. The CoB is therefore always below the waterline. For many vessels this is an extremely complex calculation to perform due to the shape of the vessel. For that reason there are hydrostatic particulars. These hydrostatic particulars are a table (or a spreadsheet) with CoB values for every draft of the vessel.

The centre of flotation (CoF) is neither below the waterline nor above - it is always at the waterline. The CoF is the point about which the barge moves (rotates or pivots) under the influence of external forces such as the load or cargo, wind or waves. Roll (side to side) movements and pitch (end to end or bow to stern) movements are both about the CoF.

Common point

It is imperative that the CoG, the CoB and CoF are all calculated from the same point. A common reference point is often the point where the horizontal keel line

FIGURE 4



intersects with the vertical bowline.

To explain the location of the metacentre review of Figure 4 is required. Figure 4 shows the same vessel as Figure 3 but is now slightly heeled (leaning to one side) due to an external force such as wind or waves. In this case the heel is not caused by an offset of the cargo as you can see that the CoG (shown as G) is located on the centre line of the vessel. Because of this heel, the shape of the submerged part of the vessel has changed and since the CoB is defined as the centroid of the shape of the displaced volume, the location of the CoB has changed as well. It moved from B to B'.

Note: Heel is a situation whereby a vessel leans to one side. Another term for side-to-side lean of a vessel is list. Both terms are commonly used interchangeably which, in general, does not cause any problems. There is, however, a difference between both terms. Internal forces of cargo and ballasting cause list. External forces such as waves and wind cause heel.

Figure 4 shows the same situation as the situation on the right in Figure 1 and we are back to the question, how is the vessel being kept from capsizing. Here is where the metacentre comes into play.

In Figure 4 we can draw two lines that will indicate where this metacentre is located. The first line we draw by extending the CoB (or B) to CoG (or G) line above the vessel. The second line is a vertical line through B' intersecting with the first line. The intersection point is called the metacentre.

Because the CoG is below the metacentre, the gravitational force acting on the CoG and the buoyancy force acting on the CoB form a moment. See the two red arrows in Figure 4. This moment is called the "righting moment". It prevents the vessel from capsizing. In case of heel caused by external forces, the righting moment brings the vessel back to equilibrium without heel. In case of trim caused by internal forces, the righting moment prevents the barge from capsizing but does not bring it back to a situation without trim.

In Figure 4 the CoG is raised above the metacentre. This moves gravitational force to the right of the buoyancy force. The two forces still form a moment but this is no longer a righting moment as it worsens the list or heel situation. The vessel will capsize as stability is lost.

It can, therefore, be stated that a vessel shows a stable behaviour as long as the CoG is located below the metacentre. Generally a buffer of 1.0 to 1.5 metres is used that the CoG needs to remain below the metacentre.

So why does the tree trunk rotate when the boy attempts to climb on it? The answer lies in the shape of the object. The tree trunk has a (near) perfect round shape. When it slightly rotates, the shape of the submerged part of the trunk has not changed and, therefore, the CoB has not moved either. As long as the CoB is on the same vertical line with the CoG there is no righting moment to correct or stop the rotation.

Loading cargo

When loading cargo on a vessel, it is obvious that not all can be placed on the centre line. Some will have to be placed off-centre and this causes a list. Even though the righting moment prevents the vessel from capsizing, it is not a desirable situation to set sail when the vessel shows a list. It has an effect on fuel consumption as well as on the wellbeing of the crew. Ballast water is used to compensate the list to (near) zero.

When performing a roll-on operation (shore to barge) we make use of the same principles. Generally, the aim is to roll onto the barge where the CoG of the cargo lines up with the centre line of the barge. This minimises the ballasting to compensate the list. With a roll-on we also have to keep the trim of the barge under control as well as the draft. The trim is important as it is ideal to drive onto a barge that neither has an inclined nor a declined deck. When driving onto a barge with a long vehicle (20 plus axles), keeping the barge with minimum trim is important to avoid a situation where the vehicles run out of cylinder stroke or suspension travel.

The draft is important to maintain as this allows a smooth transition from shore to barge. As the first axles enter the barge it will submerge and this has to be compensated, either by an incoming tide or by de-ballasting. In addition, the opposite end of the barge also has to be ballasted down to maintain a (near) zero trim. The CoF can determine how this can be achieved with minimal effort.

Next month's article will focus on roll-on operations in both tidal as well as non-tidal conditions.



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Stable for growth

The annual *IC* crane rental confidence survey aims to provide a clear picture of the global crane rental market and what may be ahead in 2016. *IC* reports

More than half of respondents in this year's annual crane rental confidence survey said that business conditions in their area of the crane rental market were stable and almost a third (29.5 %) felt that conditions were

improving. Around 18 % of respondents, however, some from North America and around Asia, felt that conditions were deteriorating.

Despite some concerns, business activity around the world is improving. Nearly 57 % of respondents claimed that business activity in 2015 was better than that in 2014 and a further 22.7 % said that activity had remained stable since 2014. In some areas of Asia and North America, however, 20.5 % of respondents said activity had deteriorated. Respondents in Europe and the CIS regions, however, reported that activity was either stable or improving, with only a few reporting a deterioration from last year.

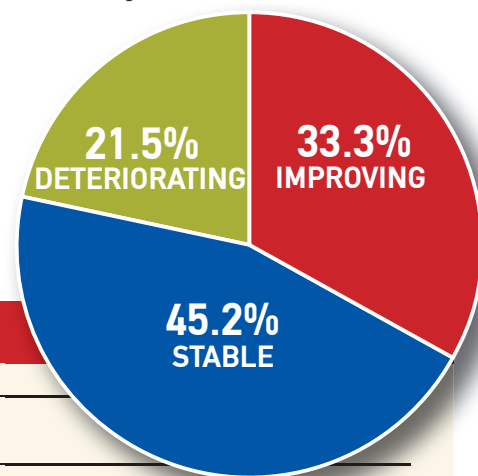
Better ahead

For 2016, the outlook for the crane rental market looks positive, with 59.1 % of respondents expecting business

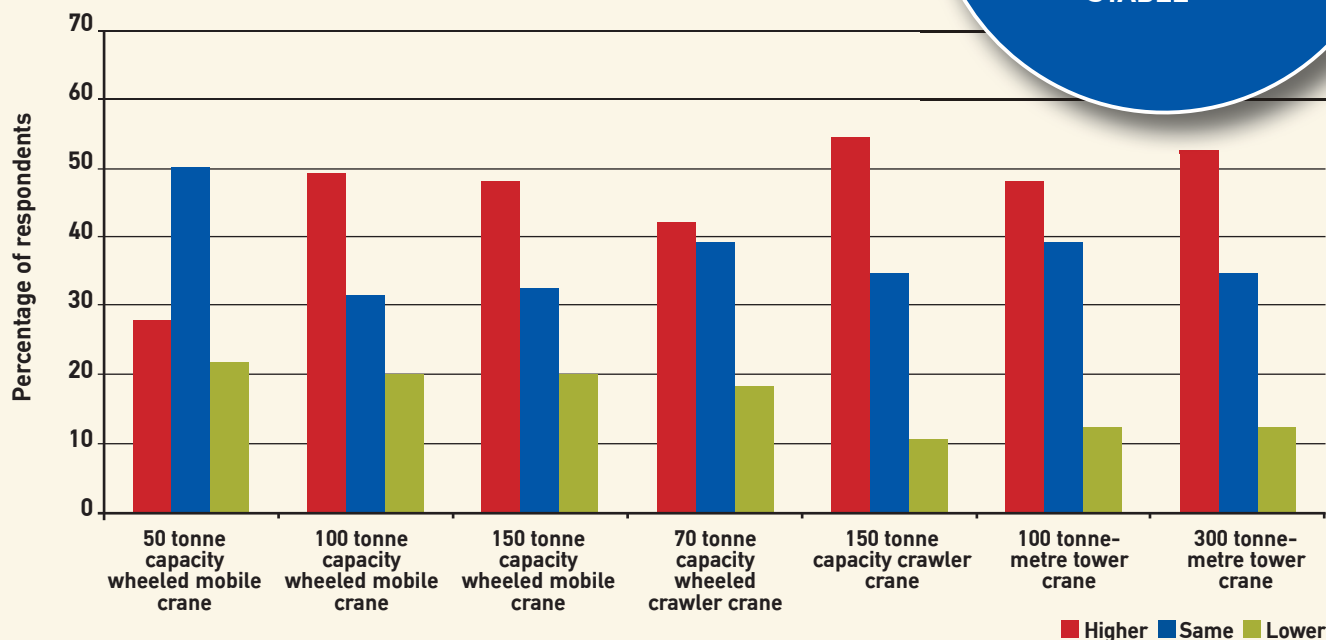


levels in 2016 to improve. Around 34 % of respondents expect that the market will remain stable. A minority 6.8 % of respondents, mainly based in Asia Pacific, report that business levels in 2016 compared to 2015 is likely to deteriorate.

With a positive outlook for most areas



2016 FORECAST FOR CHANGE IN UTILISATION IN THE NEXT 12 MONTHS:





RENTAL RATE CHANGES OVER THE PAST 12 MONTHS:

	HIGHER	SAME	LOWER
50 tonne capacity wheeled mobile crane	21.6%	54.0%	24.4%
100 tonne capacity wheeled mobile crane	31.4%	37.1%	32.5%
150 tonne capacity wheeled mobile crane	28.5%	42.8%	18.7%
70 tonne capacity wheeled crawler crane	33.0%	44.0%	23.0%
150 tonne capacity crawler crane	42.8%	28.5%	18.7%
100 tonne-metre tower crane	45.8%	33.0%	21.2%
300 tonne-metre tower crane	47.8%	34.7%	17.5%

RENTAL RATE FORECAST FOR THE NEXT 12 MONTHS:

	HIGHER	SAME	LOWER
50 tonne capacity wheeled mobile crane	35.0%	51.3%	13.7%
100 tonne capacity wheeled mobile crane	45.7%	40.0%	14.3%
150 tonne capacity wheeled mobile crane	42.8%	43.0%	14.2%
70 tonne capacity wheeled crawler crane	44.4%	48.0%	7.6%
150 tonne capacity crawler crane	48.0%	44.0%	8.0%
100 tonne-metre tower crane	48.0%	36.0%	16.0%
300 tonne-metre tower crane	58.0%	37.5%	4.5%

in Europe and the Americas, the level of capital expenditure on fleets in 2016 compared to 2015 is expected to increase, with a third of respondents looking to invest more than previous years. Only 14 % of respondents said they were looking to reduce expenditure.

Over the past 12 months there have been some major fleet expansions. Most recently, crane rental company Bragg Crane Service, based in California, USA, for example, took delivery of eight new Tadano GR-900XL rough terrain cranes. Speaking on the investment, Greg Nichols, Bragg Crane

Service corporate equipment manager, said, "Our rough terrain fleet is heavily utilised and having a machine on a long-term project that we can trust to start and finish the job is of the utmost importance to our company."

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CRANE CONFIDENCE SURVEY

headquartered in Mumbai, India, ordered six new Liebherr LR 1300 SX cranes and three units of derrick equipment to help meet increased demands. Austria-based crane and transport service provider Prangl also made some major fleet investments and renewed part of its fleet with 40 new cranes, with 30 of the used cranes being sold to International Mobile Cranes (IMC) in Germany.

In India the general crane market, not just for rental, also looked positive after Indian industrial giant Reliance Industries Limited ordered 50 units of QY75V wheeled mobile cranes from Chinese crane



manufacturer Zoomlion.

Elsewhere, a major fleet investments was made by UK-based specialist lifting company Hird, which ordered a fleet of new Maeda 285-2 and Maeda 405 spider cranes. Phil Hird, Hird managing director, said, "This significant investment is driven by healthy demand from our clients and innovative ideas being generated by Hird. Clients want more precise lifting solutions for technically challenging tasks, especially

in the construction industry, and we aim to keep up with that demand."

As far as fleet expansion and investment goes, companies are also looking to invest in employee numbers, with 59.1 % of respondents looking to increase the number of employees in 2016. Only a minority of the companies questioned were looking to reduce employee numbers, and the remaining 31.8 % expect employee numbers to stay the same. ■

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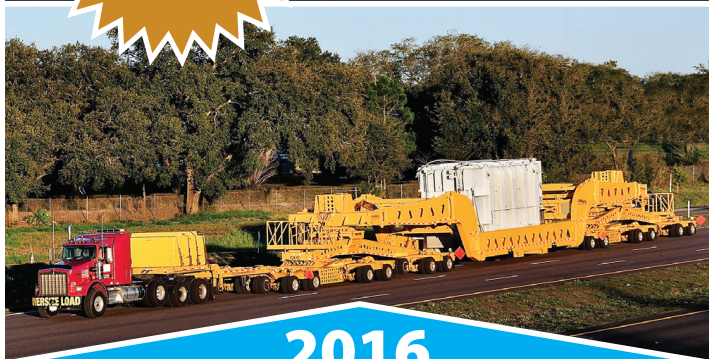


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Sarens put one of its Terex CC 8800-1 crawlers with Boom Booster to work in the USA

Sarens using a Terex CC 8800-1 to lift a 641 tonne distillation column in the Gulf Coast

Gulf Coast job

Hheavy lifting and transport service provider Sarens, based in Belgium, helped lift a 641 tonne distillation column in the Gulf Coast region of the United States.

The column was 87.1 metres tall. To lift it into position Sarens used its Terex CC 8800-1 lattice boom crawler crane. The crawler has a capacity of 1,600 tonnes and can be fitted with a Boom Booster kit.

The lift required the crane to work at a

radius of 28 m with 96 m main boom. To ensure the CC 8800-1 would have enough lifting capacity it was fitted with its new Boom Booster kit.

Guntram Jakobs, Terex Cranes product marketing manager, said, "Our Boom Booster allows our 1,600 tonne class crane to out lift any crane model in the 1,000 to 2,000 tonne class and some 3,000 tonne capacity cranes under certain conditions."

The Boom Booster's lower and upper

To ensure that the CC 8800-1 would have enough lifting capacity it was fitted with its new Boom Booster kit. Sarens used the upper and lower transition elements plus the five intermediate segments



With the Boom Booster the crawler's capacity was increased to 773.5 tonnes when configured with 108 metre boom at 24 m working radius

adapter segments flare out to a 10 m width. Five 10 m segments offer up to 50 m system length.

For the Gulf Coast distillation column project, Sarens used both the upper and lower transition pieces plus the five intermediate segments. In this configuration 72 m of the CC 8800-1 crane's 108 m boom consisted of the Boom Booster kit.

Travis Stav, Sarens engineering



SITE REPORT: SARENS

The lift required the crane to work at a radius of 28 metres with 96 m boom

manager, said, "This increased the crane's lifting capacities by 5 % for this configuration, giving us the necessary increased capacity and rigging headroom to lift the vessel."

With the kit, the crawler's capacity was increased to 773.5 tonnes when configured with 108 m boom at 24 m working radius. A total of 470 tonnes of counterweight was used on the Superlift tray, which was operated at a 30 m radius.

Travis Stav said, "We had limited Superlift tail swing clearance due to a power transmission line adjacent to where the distillation column was placed.

"Throughout the entire lift the CC 8800-1 crane ran smoothly. The operator was able to provide precise movements requested by the client to position the load with ease," Stav added.

During the lift it was vital that the ground bearing pressure did not exceed the maximum allowed on the site. The crawler crane's two 14.4 m long and 2



The column was 87.1 metres tall



After this lift was completed with the Boom Booster the the Terex CC 8800-1 was dismantled and shipped back to Sarens' yard



The crawler's two 14.4 metre long and 2 m wide tracks helped spread the load

m wide track frame footprint helped spread the load. Stav said, "The crane also provides real-time ground pressure to the operator on a display inside the cab, so he knows that the crane is within load-bearing limits."

After this lift was completed the CC 8800-1 was dismantled and shipped back to Sarens' yard. The entire project took a total of four weeks.



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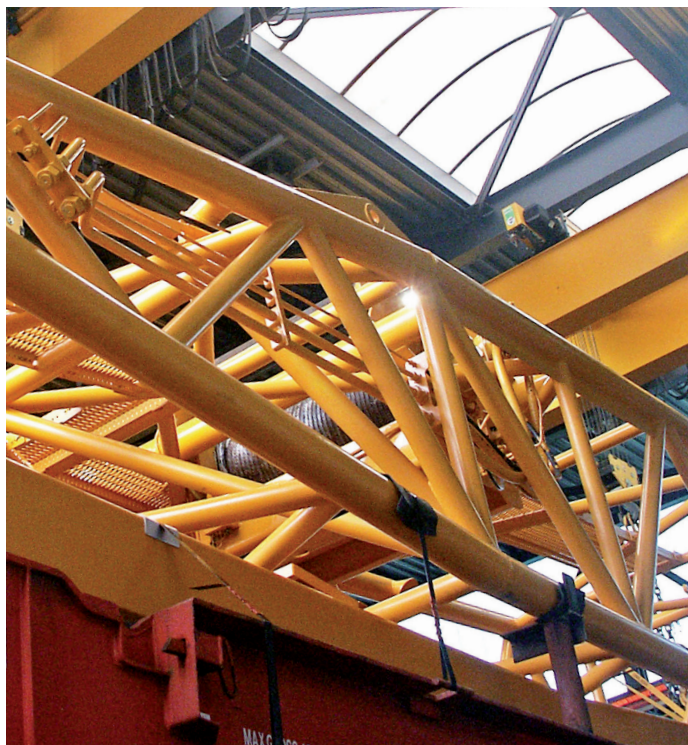
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COMMENT

Joel M Dandrea

Safe travels



A new year brings new ambitions, new concerns, new realisations and new advances. Sometimes, a single product can represent all of these concepts within a well-positioned service.

The new Safeture app, developed by MCI Group, debuted in November as an answer to an elephant-in-the-room question that many travellers, especially the international variety, have been asking themselves more frequently in modern times: How do I stay safe, aware, and connected when I travel?

The free app, the first of its kind, draws on information from thousands of sources all around the world, including foreign offices, government agencies, aid organisations and key data providers like meteorological agencies and seismological institutes. Developed in collaboration with personal travel app provider GWS (Global Warning System), and available through iPhone, Android, Blackberry and Windows Phone, Safeture is now accessible to the public after a 12-month internal pilot programme. Ultimately, the app is designed to help users deal with last-minute travel issues while providing them with better security.

From a health, safety and security standpoint, Safeture gives you real-time warnings, alerts and other useful information through push notifications or data messaging. Local, up-to-date news is also available wherever you travel. In addition, the technology allows you to connect with SOS response services – ambulance, police and fire teams. And in the event of a travel or security disruption, Safeture's check-in capability allows family, friends and colleagues the ability to see your exact position and track as you travel to new locations or destinations.

On the heels of the attacks in Paris, and emerging security concerns worldwide, there has probably never been a more timely roll-out of a product with such a specific service offering – to bring peace of mind to travellers and their loved ones while allowing them to navigate safely and efficiently through

compromised travel and security conditions.

The full-service product is being marketed to vacation travellers, frequent travellers and business travellers by providing real-time updates on meeting or flight cancellations, traffic jams, transportation delays or safety threats.

For business travellers, the benefits of Safeture allow companies to keep both personnel and assets safe by utilising integrated communications tools and an instant security desktop system. Essentially, whatever a traveller can do for themselves via Safeture, a company can do for its personnel through the integration of two safety tools: the Safeture App and the Safeture Instant Security Overview (ISO) system. The app ensures personal security, while the ISO system provides companies a platform to access real-time information and data about travelling employees. Company-specific information can also be linked to travelling employees through the ISO system.

In an article on the GWS website, CEO Andreas Rodman emphasised, "Personal safety depends on having quick access to accurate information about local incidents. Everyone should have the right to access information that will keep them safe, organised and better informed."

Global risk conditions over the next ten years – covering incidents that include international conflicts, extreme weather events and terrorist attacks – are expected to consistently remain at their highest levels, according to the World Economic Forum. Smartphones are pretty much ubiquitous at this point within the global culture, and especially among travellers.

In an industry such as our own, whether we want to admit it or not, many of us subject ourselves to certain dangers through travel. We use our Smartphones for so much at this point, it makes sense that we would also take advantage of technology that could better streamline our travel, offer insights into what's happening locally wherever we are and, most importantly, keep us safe while providing our whereabouts to family, friends and colleagues.

SC&RA



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The 2016 Specialized Transportation Symposium will be a productive opportunity for international members.

MIKE CHALMERS previews the event

Transportation topics

This year's Specialized Transportation Symposium will take place at The Peabody Memphis hotel, in Memphis, Tennessee (USA), from 1 to 4 March and attendance is expected to exceed the 2015 event's total. Last year the STS attracted 450 specialized carriers, state and federal government officials, researchers, manufacturers and industry suppliers.

Every year the Symposium offers up an unsurpassed opportunity for SC&RA members around the world to interact with the industry's leading executives, state transportation officials, safety directors, and permit managers. An additional highlight annually is the Exhibit Center, which will feature 46 companies this year, offering products and services to member representatives.

Association members in attendance have come to expect a week of first-rate committee meetings, educational sessions and networking opportunities, prompting many industry leaders to fly in from around the world. Five countries were represented at last year's Symposium.

The first day of the event, 1 March, is devoted to meetings of regional and state highway and transportation officials, as well as to the SC&RA Pilot Car Task Force. State and regional meetings will resume



Association members from around the world have come to expect a week of first-rate educational sessions at the Symposium

throughout the morning of 2 March until they adjourn for the opening session that afternoon. In addition, before the opening session, SC&RA's Permit Policy Committee and Transportation Safety Education & Training Committee will meet.

The opening session – *A Shared Vision* – will bring together some industry heavyweights to discuss how their organisations are working with the specialized transportation industry on opportunities of mutual interest. Paul Trombino, AASHTO president, and Iowa Department of Transportation director; Jay Thompson, CVSA president, and Arkansas Highway Police Special Services

commander; and Brian Ness, executive sponsor, WASHTO Committee on Highway Transport, and director, Idaho Transportation Department, will provide an overview of what AASHTO and CVSA officials are doing to improve US freight efficiency through regulatory consistency, and why WASHTO has earned high praise from the industry for listening and acting on harmonisation of oversize and overweight (OS/OW) permitting practices.

Automated permits

Geno Koehler, Illinois Department of Transportation permit chief, and Jacqueline Darr, North Dakota Highway Patrol Motor Carrier Operations permit section manager, will follow later in the afternoon with their presentation, *Breakthroughs in Auto Issued Permits*, which reveals how their states dramatically reduced permit turnaround times through enhancements to their automated permit systems.

Another impactful presentation, *Harmonised Route Surveys and Bridge Slow-Down Rules*, follows Darr and Koehler, and outlines how, when the time came to develop new policies for route surveys and bridge slow-down provisions in Montana (USA), state officials made a point of surveying representatives from both industry and other states. Presented by Dan Kiely, bureau chief at the Licensing and Permitting Bureau, Montana Department of Transportation, and Brad Marten,



Paul Trombino (above left), AASHTO president and director of Iowa Department of Transportation, and Jay Thompson (above right), president, CVSA, and commander, Arkansas Highway Police Special Services, are presenters for the Openings Session: *A Shared Vision*





The Symposium Reception offers SC&RA members a golden opportunity to strengthen current relationships or build new ones within a perfect setting."

project co-ordinator at the Motor Carrier Services Division, Montana Department of Transportation, the results of this session uncover a process that state officials may find quite useful as a model.

Day One wraps up with the First Timers' Briefing in the early evening, followed by the welcome reception.

The following day presents two educational sessions in the morning before heading over to the Exhibit Center for lunch and a wealth of networking opportunities.

In session one, *Behind the Blind Side: Overcoming Obstacles in the Face of Adversity*, Sean Tuohy, entrepreneur and NBA (National Basketball Association) broadcaster, pulls life lessons from his best-selling book, *The Blind Side*, which details the story of a homeless teenager who became a first-round NFL football player with the support and love of an unlikely adoptive family: the Tuohys.

Following the presentation from Tuohy, Bill Smith, NBIS executive vice president, claims and risk management; Chris Nelson, vice president, business development at ISE Fleet Services; and Lori Sellner, Anderson Trucking Service director of safety, will present *The ABCs of the Looming ELD Mandate*.

It will provide answers to significant questions concerning a Federal Motor Carrier Safety Administration (FMCSA) mandate for Electronic Logging Devices (ELDs), a move widely expected to take place before the end of 2016.

The afternoon Breakout Sessions on Day Two comprise two pairings. From the first pair of sessions, *Taking the Mystique Out of Permitting*, former law enforcement official Geoffrey Davis, Jr., Unified Logistics Holdings chief executive officer, discusses and reports on results from a member-wide survey of transportation companies on their permitting hurdles and challenges city-to-city and state-to-state. He will also touch on inefficiencies and-or lack of knowledge with regard to enforcement, and share his solutions.

California conduct

On at the same time, the additional session, *Navigating the California Business Environment*, showcases California's status as a trend setter in governmental matters, which requires many industry leaders to take note of the many aspects that make the state such a unique and often difficult place to operate. Areas covered include environmental compliance, the tax structure, permitting with public agencies and the litigious human resources environment. Scott Bragg, vice president at Bragg Companies, gives this compelling presentation.

One of the second pair of breakout sessions is *Partnering with Ports*, which outlines why specialized carriers have much to gain by working with port authorities and shippers to keep OS and OW loads moving smoothly into and out of ports. John Amos, president, Amos Logistics & secretary of Exporters Competitive Maritime Council; Roy Emmert, executive vice president, Emmert International; and Parto Mazdeyasni, intermodal and trade development specialist at Maryland Port Administration, will present.

Every year, the Symposium attracts hundreds of Association members looking to engage with state and federal government officials, researchers, manufacturers and industry suppliers

The concurrent session, *Crane Inspection for Transport Companies*, presented by a representative of Barnhart Crane & Rigging, as well as a Tennessee (USA) law enforcement representative, gives attendees an inside perspective on the best practices to ensure cranes pass inspection and perform at optimum levels.

Day two comes to a productive close with the evening reception.

Starting day three the Symposium opens up with the presentation – *FMCSA/30-Minute Break Exemption* – which explains the true story of how SC&RA successfully advocated on members' behalf to gain an exemption from FMCSA's mandatory 30-minute rest break requirement as part of the Hours-of-Service rules, and how this exemption will improve driver safety and efficiency. Speakers are Danny Cain, Edwards Moving & Rigging safety director, and an additional speaker to be named.

Following Cain, Larry Minor, FMCSA associate administrator for policy, presents the FMCSA Insider Update which provides attendees with FMCSA's most up-to-date compliance and regulatory information, including Hours-of-Service, electronic logging devices, compliance, safety, accountability (CSA) and more from an insider who follows all of these issues very closely.

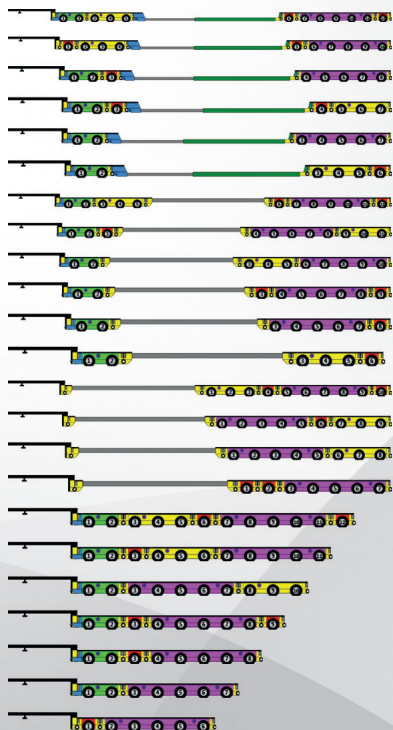
Bringing STS 2016 to an industrious end will be presentations of the 2015 Hauling Jobs of the Year. This session showcases the specialized transportation industry at its very best. Attendees will get a chance to experience these inspiring presentations from the 2015 winners.

Speakers will represent Tradelossa from Mexico for Moving Job of the Year; Barnhart Crane & Rigging

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NEW FALLX SUIT
FROM DICKIES

UK-based Dickies Workwear, has launched a new fall protection harness. It incorporates fall arrest with regular coveralls and is lighter than a traditional harness, the manufacturer said.

The Fallx Coverall can also be used as a rescue harness to European Standard EN 1497. It is manufactured using Nomex Comfort, a flame resistant, high temperature meta-aramid fabric. The material does not have any FR chemical treatments applied throughout the textile process.

It is tested and CE approved as a combined system to meet EN361: 2002, EN 11612:2008 A1 B1 C1, EN1149-5 2008 and EN 1497. It has also been fall tested after flame engulfment to ensure worker safety in all scenarios, the manufacturer said. The Fallx Coverall has been tested to 145 kg.

The Coverall can be customised with corporate colours, pockets, radio loops, kneepads, and so on.

■ For more information see: www.dickiesworkwear.com

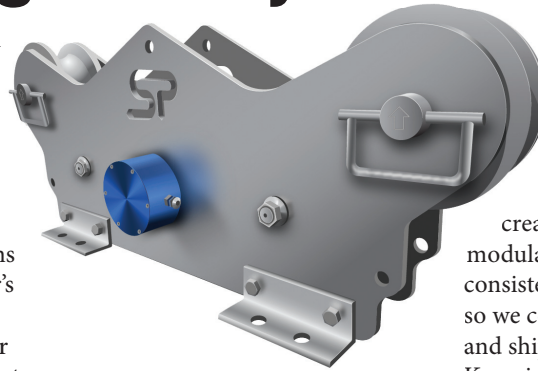


Consortium collaborates on running line dynamometer

A three-part consortium from the UK, USA and Sri Lanka has developed a running line dynamometer (or TIMH). The TIMH is designed for measuring tension in lines and forms part of the manufacturer's tension in motion range.

David Ayling, director of UK-based Straightpoint, a manufacturer of force measurement, load monitoring and suspended weighing load cells, sought to fill a gap in the market for dockside, marine, offshore, towage and salvage applications.

TIMH can be used when



The finished product was the result of a three-part consortium representing the UK, USA and Sri Lanka

there is no anchor or dead end on the line, for example, when there is a requirement to measure a force at a specific point of a longer line.

Ayling said, "Roshan Divakaran [design engineer at Straightpoint] and I set out to

create a product that was modular in construction with consistency of components so we could assemble units and ship them very quickly. Knowing the skillsets of all our global partners, it made sense to leverage our relationship with Group Four and incorporate the design expertise that we could access via their team in Sri Lanka."

■ For more information see: www.straightpoint.com

Emtek roadway panels from Eve

Eve, a UK supplier of temporary roadways, has launched its latest trakway panel, the Emtek.

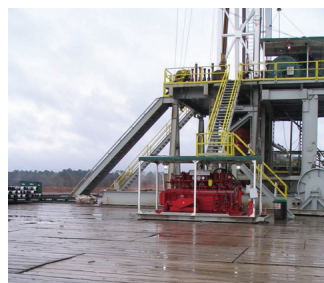
It is a temporary access roadway system designed for use in wet areas. The supplier is USA-based Anthony Hardwood Composites. Pieces of American hardwood are laminated, glued and pressed

to create a strong panel. The Eve Emtek mats are proof load tested and are designed to support 4,123 psi (290 kg/cm²) on solid surfaces.

Nigel Quinn, Eve managing director, said, "The Eve Emtek panels are game-changing within the temporary access industry. We knew from talking to our customers

that they wanted something different to the traditional aluminium and plastic panels that could be used for long-term hires in extreme conditions and using huge machines and metal tracked plant. The Eve Emtek panel is that solution."

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



The Eve Emtek Panel is a temporary access roadway system, designed for use in extremely wet areas

NEW AIRFLOAT MODELS FOR LGH

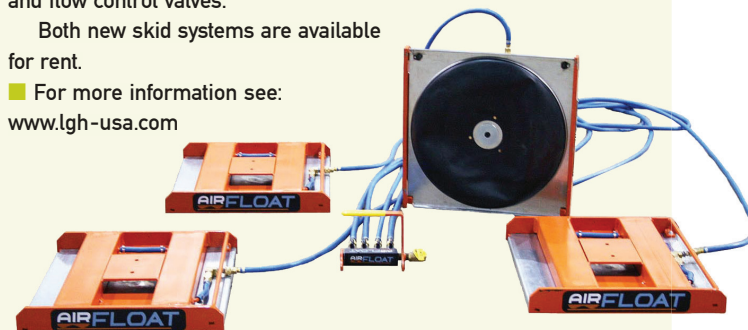
Lifting Gear Hire has added two rental products from Airfloat to its range of rental equipment.

The new models include the 4-skate and 6-skate systems. Air skates move heavy loads on a cushion of air and offer 360 degrees of rotation, unlike traditional machine skates, LGH said.

Capacities of the 4-skate system include 11 and 15 tonne models and for the 6-skate system it is 17 and 22 tonnes. Each comprises four or six steel single bearing air skids plus a control package, including on/off valve, pressure regulator, and flow control valves.

Both new skid systems are available for rent.

■ For more information see: www.lgh-usa.com



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EVENTS DIARY

LIFT & MOVE USA

10 February 2016
TNT Cranes & Rigging
Texas, USA
www.liftandmoveusa.com

SC&RA SPECIALIZED TRANSPORTATION SYMPOSIUM

1-4 March 2016
Memphis, Tennessee, USA
www.scranet.org

BAUMA (MUNICH)

11-17 April 2016
Munich, Germany
www.bauma.de

AWRF SPRING CONFERENCE

(Associated Wire Rope Fabricators)
17 - 20 April 2016
New Orleans, USA
www.awrf.org

SC&RA ANNUAL CONFERENCE

26-30 April 2016
Orlando, Florida, USA
www.scranet.org

THE COMMERCIAL VEHICLE SHOW 2016

26-28 April 2016
NEC, Birmingham, UK
www.cvshow.com

CEMAT

31 May-3 June 2016
Hannover, Germany
www.cemat.de

EUROPEAN RENTAL AWARDS

8 June 2016
Stockholm, Sweden
www.khl.com/rentalawards
(Organised with European Rental Association)

HILLHEAD 2016

28-30 June 2016
Buxton, UK
www.hillhead.com

CRANES & TRANSPORT TURKEY (CATT)

3 November 2016
Istanbul, Turkey
www.khl-group.com/events/catt/

BAUMA CHINA 2016

22-25 November 2016
Shanghai, China
www.bauma-china.com

IN THE KNOW

A hive of activity in miniature: One of the displays at the Heavy Equipment Model Show (HEMS) was this scene depicting a Mammoet specialized transport yard and a selection of models of historic specialized transport tractors and trailers. HEMS is an annual event and the last one was held in Lancashire, north west England, in October 2015. It has grown rapidly in popularity and also includes a showing of full-size historic trucks. Keep a look out in the events diary on this page for details of upcoming events.



Picture of the month

PEOPLE NEWS

■ Used equipment sales company Equippo has announced that

GUYLAINE TURGEON, formerly an executive at auction house Ritchie Brothers, has become a partner in the venture. Before the move, Turgeon spent 24 years with the construction equipment auction giant, before becoming managing director for EMEA & Asia at De Lage Landen. Turgeon commented, "After years of establishing new markets for heavy equipment auctions, I realised that consumer behaviour was shifting drastically from the traditional model I was accustomed to and quickly realised that Equippo has the tool and the people to leap forward." The move follows news that 10 Swiss multinational companies, including Hilti, Schindler, ABB and Nestlé, have invested seed capital in the Equippo venture.



■ UK-based LEEA (Lifting Equipment Engineers Association) has

appointed **KEVIN CRILLY** to manage its new office in Dubai. The office opened at the start of January and is LEEA's first location outside the UK in 71 years. The initiative reflects both the association's growing membership in the Middle East and North Africa and its wider international expansion, which has seen its non-UK membership increase to around 540 companies, representing 60 % of the total. Crilly has worked for LEEA for nine years and is the organisation's regional manager for the East and LEEA's senior technical officer. "It's a huge step", said Crilly, "We've just celebrated our 70th year and this is the first time that we have done this. We've never had an office anywhere but the UK before."



■ Overhead crane manufacturer Ace World Companies in the USA has promoted **KEVIN BEAVERS** to the position of vice president of crane manufacturing. In addition to his role, Beavers has also joined the company's executive management committee. His expanded role will also include management of crane manufacturing operations at the Fort Worth headquarters in Texas and the Knoxville facility in Tennessee. Beavers' promotion follows his successful oversight of the manufacturer's biggest ever order, for 23 cranes, to be installed at Big River Steel's US\$1.3 billion steel mill and recycling facility in Osceola, Arkansas. Further changes at the company include the appointment of John Haley as vice president of operations. Neal Brown, who was the company's financial controller, has also been promoted to vice president of finance.

■ 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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E-NEWSLETTERS

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Access, Lift & Handlers e-newsletter

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KHL Crane Market e-newsletter

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Equipment Rental

Energy / Petrochemical

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Airports / Ports / Docks / Offshore

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Distributor / Agent / Equipment Sales

Government/Defence/International Authority

Public/Private Utilities

Windpower

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- **LIEBHERR LTM1130-5.1,**
130T(m), '12, 60m boom, 19m jib **Call**
- **LIEBHERR LTM1220-5.2,**
220T(m), '13, 60m boom, 22m jib.... **Call**
- **GROVE GMK 6300L (6350L),**
300T(M) tons, '12, 80m Boom,
21m Jib..... **Call**



2013, GROVE RT9130E, 130 Ton

ROUGH TERRAIN

- **GROVE RT765E,**
65 tons, '13, 110' Boom, 56' jib..... **Call**
- **TADANO GR750XL-2,**
75 tons, '15, 141' boom, 58' jib..... **Call**
- **TADANO GR1000XL-2,**
100 tons, '15, 154' Boom, 58' jib..... **Call**
- **GROVE RT9130E,**
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GROVE GMK6300L/6350L, 350 Ton

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Make / Type	y. o. m.	Drive	Boom / Fly Jib
20 t Gottwald AMK 31-21	1984	4x4x4	20,50m
25 t Demag AC 25	1998	4x4x4	25,00m + 13,00m
30 t Terex-Demag AC 30 City	2006	4x4x4	25,00m + 13,00m + 1,20m
35 t Terex AC 35 L	2005	4x4x4	37,40m
50 t Terex Demag AC 50-1	2006	6x6x6	40,00m + 17,60m
50 t Terex Demag AC 50-1	2005	6x6x6	40,00m + 17,60m
55 t Terex-Demag AC 55 City	2006	6x6x6	40,00m + 13,80m
60 t Faun ATF 60-3	2003	6x6x6	40,00m
80 t Faun ATF 80-4	2003	8x8x8	48,50m + 2,00m + runner
80 t Faun ATF 80-4	2005	8x8x8	48,50m + 16,00m + 2,50m
100 t Grove GMK 5100	2005	10x6x10	51,00m + 18,00m + 2,50m+runner
110 t Faun ATF 110G-5	2005	10x8x8	52,00m + 2,50m
130 t Grove GMK 5130-1	2005	10x8x10	60,00m + 18,00m
160 t Tadano Faun ATF 160G-5	2009	10x8x8	60,00m + 37,00m
200 t Terex-Demag AC 200-1	2005	10x8x8	68,00m + 33,00m + 1,50m
220 t Liebherr LTM 1220-5.1	2005	10x8x8	60,00m + 22,00m
300 t Liebherr LTM 1300	1999	14x8x10	60,00m + 42,00m + 70,00m

LATTICE BOOM TRUCK CRANE

115 t Link-Belt HC 238	1982	10x6x6	48,00m/18,00m
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HARBOUR MOBILE CRANES

40 t Sennebogen 640 M	2000	4x2x2	22,00m
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YARD CRANES

12 t Demag V 72	1977	4x2x2	13,10m
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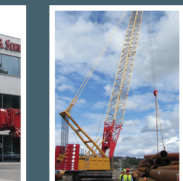
LIEBHERR LR1300,
300 ton capacity



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LG 1550 (2002)



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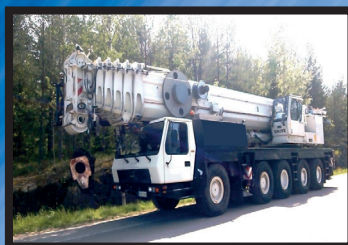
Liebherr LTM 1070/1



Tadano Faun ATF 90-4



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100 t



Grove GMK 4100, 2009

100 t



2 x Terex Demag AC 100, 2000 & 2003

80 t



Terex Demag AC 80-2, 2006

60 / 70 t



Terex Demag AC 60, 2004

60 t



Liebherr LTM 1060-2, 2000

60 t



Tadano Faun ATF 60-4, 2002

40 t



Terex Demag AC 40, 1999

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50 t, Grove GMK 3050, 2001

35 t, 2 x Terex Demag AC 35, 2006

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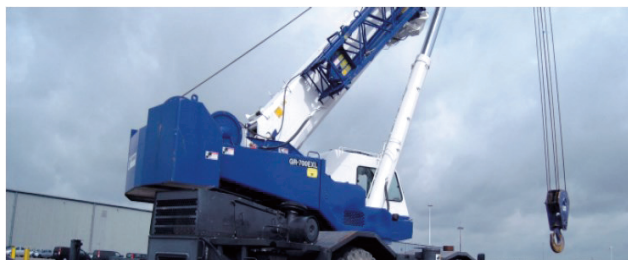
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Nicolas 2bed5 (ref. 201835)



Liebherr LR11200 (ref. 001400)



CC4800 (ref. 430)



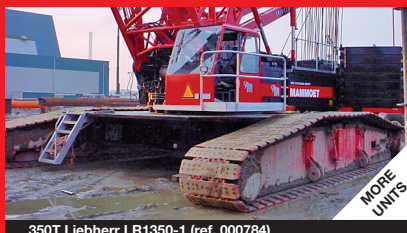
600T Terex-Demag CC2800-1 (ref. 000978)



400T Liebherr LR1400-2 (ref. 000590)



400T Liebherr LR1400-2 (ref. 000794)



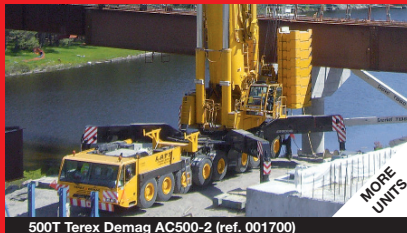
350T Liebherr LR1350-1 (ref. 000784)



300T Demag CC1400 (ref. 000687)



180T Sennebogen 5500 (Ref. 000729)



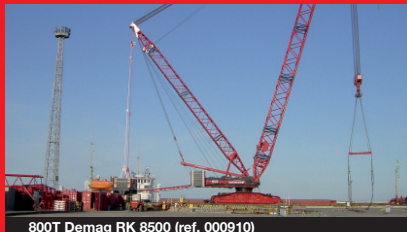
500T Terex Demag AC500-2 (ref. 001700)



450T Grove GMK7450 (ref. 001693)



MAN M1014 8x8 (ref. 100503)



800T Demag RK 8500 (ref. 000910)



Mercedes-Benz Actros 3354 S (ref. 100477)



Daf XF95 (ref. 100488)



100T Terex Demag AC100 (ref. 001047)



130T Grove GMK5130-1 (ref. 001209)



35T Tadano RT350XL (ref. 001091)



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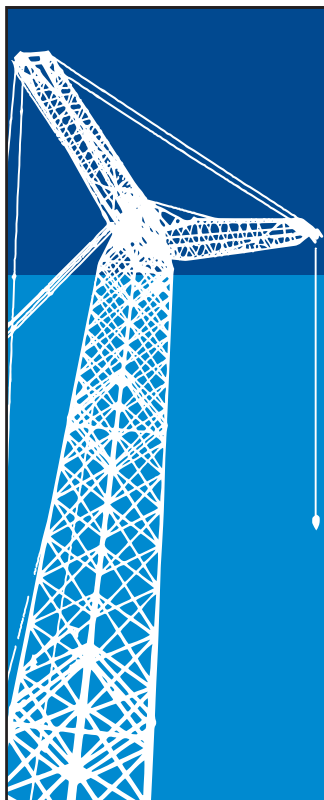


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TELESCOPIC AT-CRANES

Capacity	Manufacturer	Type	Year	Drive/Steering	Boom/Jib (m)	Delivery
500 t	Liebherr	LTM 1500	1999	16 x 8 x 12	50/84/63/91	February
300 t	Liebherr	LTM 1300	1999	14 x 8 x 10	60 / 70 / 42	direct
220 t	Liebherr	LTM 1220-5.1	2005	10 x 8 x 8	60 / 22	direct
200 t	Liebherr	LTM 1200-5.1	2009	10 x 8 x 10	72 / 22	January
200 t	Demag	AC 200-1	2005	10 x 8 x 8	68 / 33+1,5	direct
160 t	Faun	ATF 160 G-5	2009	10 x 8 x 8	60 / 37	direct
160 t	Liebherr	LTM 1160/2	1997	10 x 8 x 10	60 / 36	January
130 t	Grove	GMK 5130-1	2005	10 x 8 x 10	60 / 18	direct
120 t	Luna	AT 120/47	1994	10 x 8 x 8	47 / 21	dir. ex Spain
110 t	Faun	ATF 110 G-5	2005	10 x 8 x 8	52 / 3,5	direct
100 t	Grove	GMK 5100	2005	10 x 6 x 10	51/18/2,5/run.	direct
100 t	Grove	AT 1100	1990	10 x 8 x 8	40 / 17,7	January
90 t	Liebherr	LTM 1090/2	2002	8 x 8 x 8	52 / 19	direct
90 t	Kato	KA 900	1999	8 x 8 x 8	45 / 18+runn.	direct
80 t	Faun	ATF 80-4	2005	8 x 8 x 8	48,5/16/1,6/run	direct
80 t	Faun	ATF 80-4	2003	8 x 8 x 8	48,5 / 2+run.	direct
80 t	Faun	ATF 80-4	2001	8 x 6 x 8	48,5 / 16	January
70 t	Liebherr	LTM 1070/1	1997	8 x 6 x 8	40 / 16	January
60 t	Faun	ATF 60-3	2003	6 x 6 x 6	40	direct
60 t	Faun	ATF 60-4	2002	8 x 6 x 8	40 / 16	January
60 t	Liebherr	LTM 1060/2	2000	8 x 6 x 8	42 / 16	January
60 t	Faun	ATF 60-4	2000	8 x 6 x 8	40,2	direct
55 t	Terex-Demag	AC 55 City	2006	6 x 6 x 6	40 / 13,8	direct
55 t	Grove	GMK 3055	2005	6 x 6 x 6	43 / 15+runner	direct
50 t	Terex-Demag	AC 50-1	2006	6 x 6 x 6	40 / 17,6	direct
50 t	Terex-Demag	AC 50-1	2005	6 x 6 x 6	40 / 17,6	direct
50 t	Demag	AC 50-1	2002	6 x 6 x 6	40 / 17,6	direct
40 t	Demag	AC 40-1	1999	6 x 6 x 6	31,2	direct
35 t	Terex	AC 35 L	2005	4 x 4 x 4	37,4	direct
30 t	Faun	ATF 30-2 L	2004	4 x 4 x 4	28 / 12	January
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
25 t	Demag	AC 25 City	1998	4 x 4 x 4	25 / 13	direct

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130 T	LIEBHERR	LG 1130	1976	12 X 8 X 8	63 / 35	DIRECT
125 T	LUNA	GC 125	1986	10 X 6 X 6	56	DIRECT
115 T	LINKBELT	HC 238	1981	10 X 6 X 4	42 / 19	DIRECT

CRAWLER CRANES

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40 t	Sennebogen	640 M	2000	4 x 2 x 2	22 m / -	DIRECT
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35 t GROVE GMK 2035, year 2003
29,0 + 15,0 m, Mercedes engine, 4x4x4

45 t TADANO FAUN ATF 45-3, year 2002
34,0 + 15,0 m, Mercedes engine, 6x6x6

50 t GROVE GMK 3050, year 2002
38,1 m + 15 m, Mercedes engine, 6x6x6,

70 t TADANO FAUN ATF 70G-4, year 2011
44 m + 1,5 heavy duty jib, 8x6x8, 15 t cw

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