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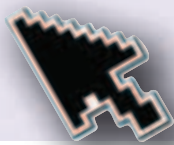
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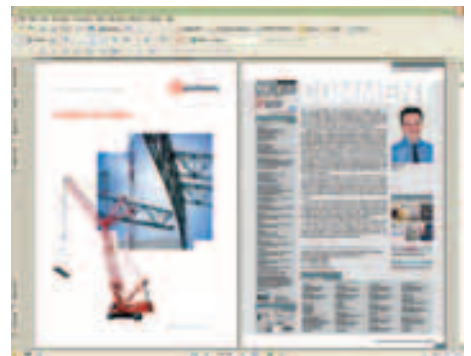
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MEMBER OF



COMMENT

Another new year to look forward to and a new set of resolutions to keep – or not. For as long as I can remember, I have been resolving to do more reading and watch less television. It is an ongoing resolution instead of a New Year one. I wonder if making resolutions more often than once a year might produce better results. Constant reminders, however, of what one should be doing more or less of, can go either way in terms of their intended effect.

Anyway, also by way of a positive start to the year, there is encouraging news in this issue about the market and the crane manufacturing industry in China. Despite our reports over the last few years of huge volumes (tens of thousands of units), the number of cranes produced remains a source of astonishment. It really helps in generating an impression of just how vast a market China is – for pretty much everything. One can only wonder at the scale of things to come. See the feature starting on page 27.

Talking of huge numbers, we have just a couple of record-breaker stories this month, one each from cranes and transport. First, specialized transport, with news of the heaviest load ever moved. For details of the staggering 15,000 tonne move using standard self propelled modular transporters see page 19. On a smaller scale the tower crane site report on page 25 is about what will be Switzerland's tallest building when it reaches its final height later this year.

Dominating the work schedules for many in companies on the manufacturing side of industry for the next few months will be preparations for April's Bauma exhibition. I saw enough new machinery to warrant a visit to this exhibition while I was on a tour of one crane manufacturer's plant in Germany recently. Multiply that by the huge number of crane and transport manufacturers that will be exhibiting, plus all the component, service and accessory manufacturers, and it makes for an unmissable event. Plan your trip now. Our extensive coverage starts in the next issue.

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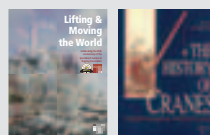


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ON THE COVER



Chinese manufacturer CSR Heavy Machinery in Beijing launched its 80 tonne capacity CQUY800 lattice boom crawler crane at the BICES exhibition late last year. For more on new cranes and the Chinese market see the feature starting on page 27.

SUBSCRIPTIONS

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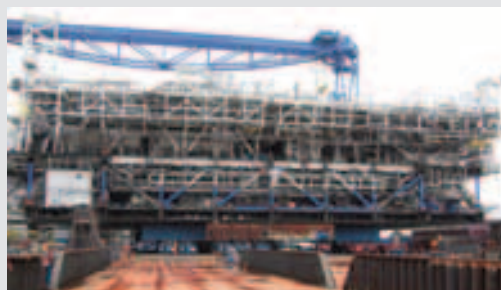
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Netherlands-based FibreMax has adapted the use of man-made fibres to produce pendants for cranes, which, it says, will revolutionize the heavy lift industry. *Euan Youdale* visited the company



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People in the lifting and transport industry worldwide can enjoy many benefits from SC&RA membership and by attending the association's meetings. *Terry White* reports



The paper in this magazine is made of 100% post-consumer recycled fibre. The manufacturing mill has obtained both FSC and PEFC certification for good forest management, as well as being certified with ISO 9001, 14001 and also has obtained Blue Angel certification. The manufacturing mill also operates a closed cycle water loop where any water returned to the environment is cleaner than when it was drawn from its source.

NEWS HIGHLIGHT

■ Liebherr Container Cranes has delivered a Super Post Panamax container crane to the Port of Tauranga, New Zealand.

Four Liebherr container cranes already operate at the port, the second and third were post panamax units delivered in 1992. The first was a tango type, delivered in 1978 and the fourth arrived in 2004. Included in the contract is upgrade and refurbishment work on two of these earlier cranes.

The new larger crane has a 48 m outreach. Rail span is 30.48 m and landside backreach 15 m. there is a higher lift height of 36.2 m, says Liebherr. Safe working load is 60 tonnes with twin lift and 80 tonnes under hookbeam.

Manitex acquires Load King from Terex

Terex has sold its Load King Trailer manufacturing business to Manitex International, Inc. in the USA.

Boom truck and rough terrain forklift manufacturer Manitex agreed to pay US\$3.1 million for the Dakota-based manufacturer of specialized trailers from the Genie Industries subsidiary of Terex Corporation. Load King average annual revenue is about \$23 million according to Manitex.

Andrew Rooke, Manitex president and COO, said, "We are excited to add another niche product line with a well-recognized

quality brand name and accomplished management team, to the Manitex family. The acquisition brings us additional government and military relationships, outstanding manufacturing capabilities and a strong distribution network, particularly within the energy, railroad and

construction industries.

"The addition of Load King will create additional market opportunities for us as we leverage our distribution networks where we can offer the new Load King product lines to our current dealers, and offer Manitex's core products to Load King's dealership network."

Potains lift at Vietnam's largest dam

Seven Manitowoc Potain tower cranes are helping to construct the Son La Hydropower dam project in Vietnam.

The US\$3.2 billion project is the largest of more than 12 major dam-building projects in Vietnam and the largest and most complex energy resource venture ever undertaken in South East Asia.

Commissioned by Vietnam Electricity Corp., construction of the Son La dam is under the control of main contractor Song Da Corp., a state-owned construction company and the largest contractor in Vietnam. Minh Chi, Manitowoc dealer for Potain tower cranes, supplied Song Da with the cranes for the project. They are two MD 2200s, three MD 900 Bs and two MC 310 K12s.

"The growing concern over energy is reaching every corner of the globe and here in Vietnam we are tackling the issue head-on. Because we have used Potain cranes on other dam projects with great success, we are certain they will keep us on track here," said Do Quang Loi, deputy general director of Song Da.

Five of the cranes, the MD 2200s and MD 900 Bs, have been on site since August 2008. Since their deployment, they

have been working constantly, running three shifts, seven days a week.

The cranes are mostly pouring concrete and building the dam's penstock system and water intake. Each of the cranes is operating at a different height, ranging from 56 m to 86 m. The MD 2200s are working with 80 m jibs, and they have a capacity of 60 tonnes, while the MD 900Bs are working with 60 m jibs and have a capacity of 50 tonnes.

NORWAY HARBOUR ORDERS GOTTWALD

Grenland Havn in Norway has ordered a new mobile harbour crane from Gottwald Port Technology GmbH, a subsidiary of Demag Cranes AG in Germany.

The G HMK 4406, a variant of Model 4, is the first of this type to be sold to Norway. It can be powered either by the on-board diesel generator or from the terminal's mains electricity. The latter option is often chosen in Norway.

The new crane will mainly be handling containers in the Port of Brevik on the south coast of Norway. It is the third Model 4 Gottwald mobile harbour crane ordered by Grenland Havn. In

recent years the company has also put two HMK 260 Es into service.

The Model 4 mobile harbour cranes have lifting capacities up to 100 tonnes and a maximum radius of 46 m. This means the machine is ideal for the requirements of universal and special purpose terminals, as well as working alongside vessels up to Panamax class, Gottwald said.

At the same time, Model 4 is aimed at terminals which, on account of their size and development potential, are already anticipating larger cargo-handling volumes and increasing annual operating hours for handling equipment, added Gottwald.



LOADING FIRST



Rental specialist Owen Pugh & Company has taken delivery of the first Terex 380.3 A3 loader crane in the UK.

The 38 tonne-metre crane is being used to deliver construction supplies, general plant and welfare units to sites across the north east of England. It is also available for general rental.

At its maximum reach of 9.96 m it lifts 3 tonnes and about 7.9 tonnes at 4.56 m. A variable flow hydraulic pump has a working pressure of 320 bar and maximum oil flow is 120 litres a minute.

New hydraulic cylinders and load hold valves are designed to give the operator better response, especially when using remote controls, said Owen Pugh. In addition, the set-up functions for stabiliser controls are simpler to operate, improving speed and simplifying day-to-day operations, added the company.



Europe-wide tower safety campaign

The Committee for European Construction Equipment (CECE) has joined the campaign by major tower crane manufacturers to ensure the EN 14439 product standard for tower crane safety is followed.

Comansa, Jaso, Liebherr, Manitowoc-Potain, Terex and Wolkran have backed the objectives of the two-year-old standard, said CECE. They include increased safety, minimum requirements for noise emissions, ergonomic design and comfort for the crane user and riggers.

Talking about the standard, a CECE spokesman said, "The most important innovation is the achievement of a uniform level of safety for tower cranes in service on European construction sites, regardless of whether the crane stands on the Atlantic coast, in the north of Scotland, in the Greek Isles, Sweden or any other country."

The standard states that tower crane users must take local wind conditions into consideration and adjust the configuration of the crane accordingly. This initiative was prompted by the relatively large number of severe storms in recent years, as well as the availability of geographical wind history statistics, explained CECE.

Countries and regions are divided into wind zones A, B, C, D, E and F. Wind region C and a repeating interval of 25 years – C25 for short – has been set as a minimum standard for structural analysis, proof of stability and information in the operator's manual.

"Moreover, it is essential to consider the safety loading condition with a 'storm from

the front' or, alternatively, a 'storm from all sides', which covers the weather-vaning capability of the crane into the main wind direction. Depending on the crane configuration and the wind zone, this can possibly lead to a larger foundation load, more central ballast or the use of strengthened crane components."

WAGENBORG MIDDLE EAST JV

Netherlands-based Royal Wagenborg has set up a joint venture to offer crane and transport services in the Middle East.

Under the alliance with Suhail Bahwan Group in Oman, the newly formed Bahwan Wagenborg Heavylift & Oilfield Services LLC will operate Scheuerle conventional platform trailers and heavy duty prime movers with an initial capacity of about 700 tonnes, among other equipment, said the company.

It will also offer a fleet of Liebherr and Terex Demag heavy crawler cranes, ranging from 400 to 750 tonnes capacity.

Bahwan Wagenborg will operate from its base near the Port of Sohar, while its head office will be in Muscat. Its range of services will include heavy lift and transportation, rig moving and management services, shipping services and oilfield management services.

The company's main activities will be in the oil and gas, petrochemical, power generation, food & beverage and construction industries.

A team of heavy transport and lift engineers will be based at Bahwan Wagenborg's Sohar premises.



Nuclear firm joins lifting association

Magnox South Limited, the company responsible for decommissioning five closed nuclear power stations in southern England, has become the 300th member of the Lifting Equipment Engineers Association (LEEAA).

The new milestone means that the LEEAA, which represents both suppliers and users of overhead lifting equipment and associated services, has more

than doubled its membership in six years, it said.

"We have joined the LEEAA so we can benefit from the Association's expertise and publications. After running nuclear power stations for many years we are now decommissioning five sites. We do not make or supply lifting equipment but we do make extensive use of it," said Peter Janes, head of profession for

conventional safety at Magnox.

"The transition from running power stations to decommissioning them has meant that our lifting operations have changed from the regular lifting of standard loads to many one-off lifts as redundant plant is removed. Hence we have been revising our arrangements and want to model them on industry best practices," added Janes.

NEWS HIGHLIGHTS

■ Top manufacturers have so far agreed to sponsor the new-look ESTA Awards of Excellence 2010 which will take place at the Hilton Munich Park Hotel on 22 April, during the Bauma exhibition in Germany. They are Terex, Manitowoc, Scheuerle and Goldhofer. In addition, Faymonville and Modulift will also sponsor the event.

The 2010 awards are expected to be the biggest yet with more than 500 top executives attending from the mobile crane and heavy transport sectors.

The awards are organised jointly by International Cranes and Specialized Transport and ESTA – the European Association of Heavy Haulage, Transport and Mobile Cranes.

This year they will include the inaugural Gino Koster Award, created in honour of the popular former ESTA Secretary who died late last year.

For full details of the awards and how to book your place, please contact Caroline van Geest, ESTA, on +31 71 572 4705 or awards@esta-eu.org. Alternatively go to www.khl.com/esta

■ Lifting services company Certex UK is launching a new centre dedicated to the renewable energy market.

Based within the OrbisEnergy Centre in Lowestoft, the Certex Renewable Energy Centre offers product supply, repair and maintenance, inspection and testing, certification management and training services.

It will operate as part of the Certex offshore division which also has bases in Great Yarmouth and Aberdeen. The centre has been set up in response to an increasing global demand for offshore energy which includes a UK target of 15 % of energy from renewable sources by 2020, says Certex.

New truck cranes from Junjin



Junjin CSM is developing a 55 tonne capacity truck crane as the first in a series.

Formerly Soosan Special Purpose Vehicles Co. Ltd, Junjin Construction & Special Purpose Machinery Co. Ltd, has built and is testing a prototype of the JK550T telescopic boom truck crane.

In addition to domestic sales, the South Korean construction equipment manufacturer is aiming the new five axle crane at export markets. It can travel with

counterweight at up to 80 km/h, the manufacturer said.

It will be followed by a smaller model. "We are developing a 30 tonne crane to build the mobile crane line-up and will continue to make products that customers want through close and constant communication with customers," said JaeHwan Lee, Junjin CEO.

"We are making Junjin known to the world by entering emerging markets such as

India and Russia, as well as the Far East market, which is already the world's largest," Lee continued.

CORRECTION

In the November issue's ICm20 feature, it was written that Hitachi Sumitomo is the parent company of Link-Belt whereas it should have said that Hitachi Sumitomo is a sister company. Sumitomo Heavy Industries owns 100% of Link-Belt and 50% of Hitachi Sumitomo. IC apologises for the error and is happy to correct it.

Electrifying central London

Ainscough Crane Hire carried out lifts in a confined area as part of an ongoing upgrade of the electricity supply in central London, UK.

A Liebherr LTM1200-5.1 equipped with its maximum 76 tonnes of counterweight, was used to lift three individual 7.5 MVA transformers for installation at a new building that had been constructed below road level to supply electricity to St. Thomas Hospital and the surrounding area.

Access was a key consideration, as the lift needed to take place on a busy route over the River Thames, which is in close proximity to the Houses of Parliament and often packed with tourists.

"In order to minimise disruption for the public we took advantage of planned weekend road resurfacing closures in the immediate area and obtained approval from



the Transport for London Authority to co-ordinate the additional traffic management

that would enable us to rig and position the crane on Westminster Bridge Road," said David Hodson, contract lift manager at Ainscough.

Public safety was a key priority and 160 m of pedestrian fencing was used to cordon off the area, including full height fencing to isolate the crane and ancillary equipment. The transformers, which had a maximum weight of 18 tonnes each, were then carefully positioned using a horizontal lifting radius of 25 m.

SED 2010 CANCELLED

The 2010 SED exhibition in the UK has been cancelled because of difficult market conditions. The next show is scheduled for 17-19 May 2011.

In a statement, the exhibition organisers, Reed Business Information, said, "This was a difficult decision but, on balance, the right one and we are looking forward to a much more positive approach to 2011, when the current economic climate and the uncertainty in the market has improved."

Reed said that the consensus among SED exhibitors and other industry figures was that a significant upturn in the market would not be seen until the end of the year. At the same time, Reed said that the presence of Bauma and Hillhead shows meant that exhibition budgets would be squeezed.



African expansion for Cargotec

Cargotec has acquired the port service and equipment segment of its Moroccan dealer Maghrepic S.A.

According to Cargotec, Maghrepic has many years experience in providing service and spare parts and the deal represents the Finland-based company's plans to expand

sales and services in the north west African country. Cargotec will employ 44 staff, most of them service technicians, at the company which has sales of about €6 million (US\$ 8.7 million) a year, it says.

El Mati Alem, Maghrepic's founder and president, will continue to own and manage

the company's business activities which were not acquired by Cargotec. The parties have agreed not to disclose the purchase price.

"Global port operators and shipping companies have started to invest in Moroccan ports as well as strategically placed greenfield facilities as the country is located at the crossroads of important sea routes and the gateway between Africa and Europe," said Mark Williamson, Cargotec senior vice president, services, EMEA.

Cargotec has already delivered Kalmar rubber-tyred gantry cranes to Morocco and won maintenance contracts for container handling equipment. "A local set-up will further support Cargotec's ability to serve its customers in the region and act as a springboard for additional business growth in North Africa," added Williamson.

GALIZIA AT MILAN CATHEDRAL

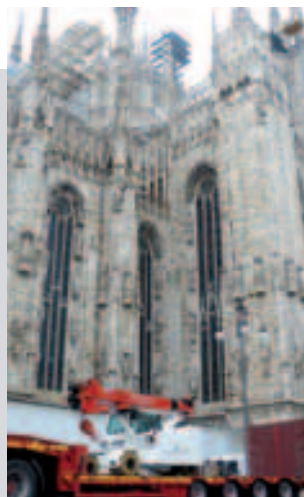
An electric self-propelled yard crane manufactured by Italy-based Galizia is carrying out a range of duties at Milan Cathedral.

The G90 was acquired by Veneranda Fabbrica del Duomo di Milano, which built and maintains the cathedral, along with the works of art inside.

The crane will be based in the workshop and building yard loading and unloading trucks. It will also assist in the laying of marble slabs and move works of art and building material.

The G90 has been equipped with a hydraulic telescopic jib, controlled using a joystick. Lifting capacity is 600 kg to a height of 15.5 m. This configuration will soon be used to mount paintings portraying the life of Italian saint and cardinal of the Roman Catholic Church San Carlo Borromeo.

Another feature of the crane is its 180° steering range.



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Review of 2009

In terms of economics, 2009 will be remembered as one of the worst years in history. It was the first time since 1945 that economic activity fell – by about 1% overall – and tens of millions of jobs were lost worldwide.

It seems strange then that the world's stock markets had an uncommonly good year. The Dow was up 15.42% over the course of the year – its best performance since 2003, and the FTSE did even better with an 18.25% rise. Why was this?

The reason is that 2008 was such a crushing year for the markets, and they rebounded early in 2009. They were hit much quicker by the crisis – it was, after all, a recession that started in the financial services sector – but the markets were also quick to bottom out.

The collapse of Lehman Bros in September 2008 precipitated such a steep crash that for the year as a whole the Dow lost a massive 32.78% of its value. With such a heavy fall, and falls of similar magnitude around the world, a strong recovery always looked likely once confidence returned.

Market rally

And so it proved in 2009. The markets bottomed-out in March, and although there were a few pauses along the way – most notably in early July – they rallied almost non-stop for the remainder of the year. In fact most of the mainstream indicators finished 2009 at or close to their highest since the collapse of Lehman Bros. 15 months previously.

Crane shares

Crane manufacturers' shares enjoyed this rally, and with a 28.50% rise over the course of 2009, IC's Share Index outstripped the gains of all of the major global indicators. However, the Index's fall the previous year had been much heavier than those of the key market benchmarks – a massive 60.13% collapse.

So on a longer-term view, the IC Share Index is still lagging behind. At the end of last year it was still 46.15% lower than it was at the start of 2008. In comparison the Dow was down 20.13% over the same period and even the Nikkei 225 – the worst hit of the mainstream indicators – was only down 27.48%. This

illustrates that the markets as a whole, and the crane sector in particular, have some way to go.

One to one

As far as individual companies are concerned, Hitachi stood out in 2009 for all the right reasons, while Tadano was the only component of the IC Share Index to lose ground over the course of the year.

Tadano still expects to make a modest net profit of JPY 200 million (US\$ 2.2 million) in the current fiscal year ending on 31 March, which is not bad in a year when many manufacturers are looking at massive losses. However, these figures are clearly not to the liking of investors.

Last year may have been the bleakest in living memory as far as the world economy is concerned, but 2009 was a year of unusual growth for the stock markets. CHRIS SLEIGHT reports

IC SHARE INDEX – 2009

STOCK	CURRENCY	PRICE AT START	PRICE AT END	CHANGE	% CHANGE
IC Share Index*		234.16	300.91	66.74	28.50
Dow Jones Industrial Average		9035	10428	1393	15.42
FTSE 100		4603	5443	840	18.25
Nikkei 225		9043	10655	1612	17.82
Hitachi Construction Machinery	YEN	1095	2425	1330	121.46
KCI Konecranes	€	13.22	19.20	5.98	45.23
Kobe Steel	YEN	168	171	3	1.79
Manitowoc	US\$	9.49	9.97	0.48	5.06
Palfinger	€	11.39	15.80	4.41	38.72
Tadano	YEN	490	387	-103	-21.02
Terex	US\$	18.74	19.81	1.07	5.71

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

EXCHANGE RATES – US\$

CURRENCY	VALUE AT START	VALUE AT END	CHANGE	% CHANGE
YEN	91.33	92.43	1.10	1.21
€	0.7212	0.6942	-0.0270	-3.75
UK£	0.6931	0.6165	-0.0766	-11.05

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The Group

The annual IC Rental Confidence Survey is designed to provide a clear and comprehensive picture of the global market over the last 12 months and to point where it is heading in 2010



Forward approach

There is no hiding from the fact that rental rates have been forced down and utilisation is considerably lower than during the good times experienced by the industry some 18 months ago. The figures in this year's survey back this up.

A common view from respondents is a concern that large rental companies are forcing down rates in a market full of competing small businesses. "It is a very bad state, rentals are coming down day-by-day as we have more small players in the market and they are trying to survive the crisis," commented one company.

Another company, in India, where the rental sector is still in its infancy, makes

a similar point, "In India crane hire is an unorganised business, there are plenty of small owner-driver companies operating in local pockets." The contributor adds that when large projects come to an end, for example, the Jamnagar refinery, big rental companies will offer large fleets of cranes, previously used at these sites, at a lower rate.

Positives

There are some positives to be found, however. A number of companies are taking a diversified approach. "In Greece, where this year was very difficult, I have decided to add a new type of crane as a solution to the crisis. So I have added a Spierings SK488AT4," commented one respondent.

There are also signs of growth in emerging countries and those that have won the rights to host major events. Brazil can be included in both these examples. "The presidential elections next year and future events like the World Cup and Olympic Games means the market [in Brazil] should get warm – maybe to the 2008 level."

Across the survey there are high hopes for rental rates in 2010. Most regions, >

FLEET PLANS FOR 2010 ALL REGIONS

	EXPAND FLEET	RENEW ONLY	NO CHANGE	REDUCE FLEET
Mobile crane 50 tonne %	17	12	47	12
Mobile crane 100 tonne %	13	6	54	10
Mobile crane 150 tonne %	15	5	48	9
Crawler crane 70 tonne %	14	4	33	11
Crawler crane 150 tonne %	12	10	31	7

including the Middle East and western countries, see rates increasing, or at least not dropping, in coming months.

Figures for utilisation follow suit, with some companies around the world forecasting falls of 0 – 10% but many others hoping for a rise, or, at least, holding on at present levels.

As far as replenishing the fleet is concerned, the survey shows most companies are expecting to hold on to their inventory and, in many cases, are looking to renew or expand the fleet.

Worldwide

Having said that, comments from the survey clearly show the downturn has struck all regions and that the future is uncertain. The Middle East is a notable example where there are wide reports of large-scale projects, particularly in Dubai, coming to a standstill. Among the Middle Eastern nations holding out for a recovery is Oman. "Business was weak last year, especially for cranes below 50 tonnes. The oilfield business is picking up but other infrastructure projects are still to

start as funding liquidity seems to still be affected. Only investments supported by sovereign funds have taken off. However, we are hopeful that many announced projects will take off [soon], which would considerably improve rental rates and utilisation of cranes."

The USA has also been a prominent casualty in the worldwide downturn, particularly for the purposes of this survey because rental is so active in the country. One company in California says rates are down 25% on 2008, while unemployment

RENTAL RATES CHANGES FOR THE LAST 12 MONTHS

WHEELED MOBILE CRANES 50 TONNE CAPACITY (%)

	DECREASE	SAME	INCREASE
Africa	100	0	0
Asia Pacific	31	46	23
Australia/NZ	0	88	12
Central/S America	57	0	43
Europe/CIS	47	11	16
Middle East	67	17	0
North America	48	52	0
South Asia	83	17	0

WHEELED MOBILE CRANES 100 TONNE CAPACITY (%)

	DECREASE	SAME	INCREASE
Africa	100	0	0
Asia Pacific	46	38	15
Australia/NZ	0	86	14
Central/S America	43	14	0
Europe/CIS	42	16	11
Middle East	67	17	0
North America	59	41	0
South Asia	67	34	0

WHEELED MOBILE CRANES 150 TONNE CAPACITY (%)

	DECREASE	SAME	INCREASE
Africa	100	0	0
Asia Pacific	54	38	8
Australia/NZ	0	83	17
Central/S America	31	29	0
Europe/CIS	38	26	0
Middle East	67	17	0
North America	61	27	0
South Asia	69	41	0

CRAWLER CRANES 150 TONNE CAPACITY (%)

	DECREASE	SAME	INCREASE
Africa	100	0	0
Asia Pacific	60	30	0
Australia/NZ	32	0	34
Central/S America	20	20	0
Europe/CIS	14	21	0
Middle East	80	0	0
North America	35	24	0
South Asia	83	17	0

RENTAL RATES FORECAST OVER THE NEXT 12 MONTHS

WHEELED MOBILE CRANES 50 TONNE CAPACITY (%)

	DECREASE	SAME	INCREASE
Africa	100	0	0
Asia Pacific	23	37	39
Australia/NZ	0	62	38
Central/S America	0	29	71
Europe/CIS	5	56	7
Middle East	40	21	19
North America	18	71	12
South Asia	48	52	0

WHEELED MOBILE CRANES 100 TONNE CAPACITY (%)

	DECREASE	SAME	INCREASE
Africa	100	0	0
Asia Pacific	38	30	32
Australia/NZ	0	57	43
Central/S America	0	29	43
Europe/CIS	11	47	5
Middle East	19	40	21
North America	18	76	6
South Asia	34	66	0

WHEELED MOBILE CRANES 150 TONNE CAPACITY (%)

	DECREASE	SAME	INCREASE
Africa	100	0	0
Asia Pacific	23	31	46
Australia/NZ	0	49	51
Central/S America	0	14	57
Europe/CIS	19	31	6
Middle East	21	41	18
North America	12	75	0
South Asia			

CRAWLER CRANES 150 TONNE CAPACITY (%)

	DECREASE	SAME	INCREASE
Africa	100	0	0
Asia Pacific	0	60	30
Australia/NZ	0	24	26
Central/S America	0	0	60
Europe/CIS	23	15	8
Middle East	20	60	0
North America	6	53	0
South Asia	49	51	0



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in the construction industry stands at 18%. Another company, this time based in the Mid-West, reports that rental firms are now offering extras at a much reduced rate. "Most companies still have rate sheets as a guide but are not getting the full rate at this time. Many companies are reducing extra costs such as cartage and assembly costs to get jobs."

Some parts of North America, however, have had an encouraging year. "My company has operations in Canada and the United States. The market in Canada has remained reasonably strong, although the market in the US has been very weak. Demand remains strong for larger crawler and hydraulic cranes above 200 tonnes capacity."

Demand

These experiences are shared in Europe, where some countries have felt the

recession more than others. A participant from Ireland says, "Demand has fallen through the floor. Over-supply in the market has caused a huge price drop. Some hire companies are desperate to stay afloat at any price, so will work for very low rates."

A different problem is emerging in other countries, for example, Singapore. "With the completion of two integrated resorts in Singapore and with slow progress in other infrastructure projects – the Marina Coastal Expressway and downtown line – we foresee a lot of equipment available in the rental market. As a result, the competition for projects will heat up and the rental rates will go down further."

In South Africa the completion of major one-off projects also threatens to hit rental rates. "Over the past two years South Africa has experienced

unnatural growth primarily due to the 2010 World Cup. However, with this work almost finished and the economic downturn the rental market has become saturated very fast, thereby driving down rates."

Opportunities

As previously mentioned, many opportunities currently lie away from the lower capacity end of the market, which this survey is concerned with, in applications requiring big equipment. "The only markets that are doing anything in my area are the wind energy and power plant smog reductions, which require large crawler cranes," says a participant. While applications for large equipment are more varied in many parts of the world than this quote indicates, the basic message is a common one. ■

UTILISATION

CHANGES FOR THE LAST 12 MONTHS

WHEELED MOBILE CRANES 50 TONNE CAPACITY (%)

	>10% rise	1-10% rise	Same	1-10% fall	>10% fall
Africa	0	0	0	0	100
Asia Pacific	23	16	31	14	15
Australia/NZ	12	26	24	38	0
Central/S America	33	17	0	17	33
Europe/CIS	0	0	12	24	35
Middle East	0	0	0	40	40
North America	0	16	32	21	26
South Asia	0	32	16	34	18

WHEELED MOBILE CRANES 100 TONNE CAPACITY (%)

	>10% rise	1-10% rise	Same	1-10% fall	>10% fall
Africa	0	0	0	100	0
Asia Pacific	14	22	25	16	23
Australia/NZ	0	18	15	67	0
Central/S America	0	0	0	20	40
Europe/CIS	0	0	22	17	28
Middle East	0	0	0	40	20
North America	0	11	28	22	28
South Asia	0	34	35	31	0

CRAWLER CRANES 150 TONNE CAPACITY (%)

	>10% rise	1-10% rise	Same	1-10% fall	>10% fall
Africa	0	0	0	100	0
Asia Pacific	8	8	34	17	8
Australia/NZ	25	0	25	0	0
Central/S America	0	25	0	0	25
Europe/CIS	0	7	14	0	0
Middle East	0	0	0	27	52
North America	0	6	22	28	6
South Asia	18	0	15	48	19

UTILISATION

FORECAST OVER THE NEXT 12 MONTHS

WHEELED MOBILE CRANES 50 TONNE CAPACITY (%)

	>10% rise	1-10% rise	Same	1-10% fall	>10% fall
Africa	0	0	100	0	0
Asia Pacific	15	38	23	15	8
Australia/NZ	26	38	24	12	0
Central/S America	80	20	0	0	0
Europe/CIS	0	18	29	12	6
Middle East	0	19	40	21	0
North America	0	37	32	26	0
South Asia	18	16	34	32	0

WHEELED MOBILE CRANES 100 TONNE CAPACITY (%)

	>10% rise	1-10% rise	Same	1-10% fall	>10% fall
Africa	0	0	100	0	0
Asia Pacific	24	31	15	22	8
Australia/NZ	42	19	21	18	0
Central/S America	25	25	0	0	0
Europe/CIS	0	17	28	11	6
Middle East	0	40	22	18	0
North America	6	29	32	28	0
South Asia	0	34	33	32	0

CRAWLER CRANES 150 TONNE CAPACITY (%)

	>10% rise	1-10% rise	Same	1-10% fall	>10% fall
Africa	0	0	100	0	0
Asia Pacific	9	30	21	20	10
Australia/NZ	27	0	23	0	0
Central/S America	0	34	0	0	0
Europe/CIS	8	0	8	31	0
Middle East	0	51	0	26	0
North America	12	17	22	10	0
South Asia	18	0	16	66	0

FLEET INVESTMENT BY REGION AND CRANE TYPE

WHEELED MOBILE CRANES 50 TONNE CAPACITY (%)

	EXPAND FLEET	RENEW ONLY	NO CHANGE	REDUCE FLEET
Africa	0	0	100	0
Asia Pacific	27	18	36	18
Australia/NZ	25	12	50	0
Central/S America	49	0	51	0
Europe/CIS	6	11	28	22
Middle East	27	23	25	0
North America	0	11	79	5
South Asia	33	33	0	33

WHEELED MOBILE CRANES 150 TONNE CAPACITY (%)

	EXPAND FLEET	RENEW ONLY	NO CHANGE	REDUCE FLEET
Africa	0	0	100	0
Asia Pacific	36	18	27	18
Australia/NZ	40	0	60	0
Central/S America	17	0	34	0
Europe/CIS	0	6	44	12
Middle East	50	0	0	25
North America	6	0	65	6
South Asia	34	0	51	0

WHEELED MOBILE CRANES 100 TONNE CAPACITY (%)

	EXPAND FLEET	RENEW ONLY	NO CHANGE	REDUCE FLEET
Africa	0	0	100	0
Asia Pacific	18	28	26	27
Australia/NZ	17	0	67	0
Central/S America	33	0	17	0
Europe/CIS	5	0	47	16
Middle East	0	26	53	0
North America	11	0	78	6
South Asia	18	16	51	0

CRAWLER CRANES 150 TONNE CAPACITY (%)

	EXPAND FLEET	RENEW ONLY	NO CHANGE	REDUCE FLEET
Africa	0	0	100	0
Asia Pacific	26	12	49	0
Australia/NZ	25	0	26	0
Central/S America	20	20	0	0
Europe/CIS	0	8	15	23
Middle East	0	0	48	27
North America	10	11	34	0
South Asia	18	17	68	0

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Sarens 15,000 tonne world record

A world record of 15,000 tonnes for the heaviest load transported on land has been claimed by Sarens.

The Belgium-based international lifting and transport specialist moved a new oil separator installation for waste treatment operations at a yard in Norway for client StatoilHydro. In 2009 the Gjøa Topside was loaded out on self propelled modular transporter (SPMT) – 546 axle lines or 2,184 wheels.

Norway's largest shipyard, Aker Stord, in Leirvik is where the platform had to be rolled out of the production building and loaded onto a pontoon. To do this Sarens shipped in more than 350 axle

The record load of 15,000 tonnes on 2,160 wheels. The weight is about the same as 33 empty Boeing 747 Jumbo jet airliners

lines of Kamag SPMT and 16 Kamag power packs. Added to these were more than 180 lines and six power packs from Scheuerle, rented from Netherlands-based international heavy lifting and transport specialist Mammoet.

The Kamag and Scheuerle SPMTs were coupled together electronically and driven by remote control under the 85.3 m wide and 67.5 m long load. The 9,400 hp of the 22 power packs was used to raise the load before moving out of the shipyard.

After the 2,160 wheels turned synchronously through 90 degrees the move started with a 40 m diagonal drive. Next, to reach the pontoon, the wheels were steered again and the load moved a further 120 m. The complete unit was assembled from three sections, which had to be accurately placed together.



Some of the 546 axle lines being positioned at the Aker yard in Norway



Moving out of the production building



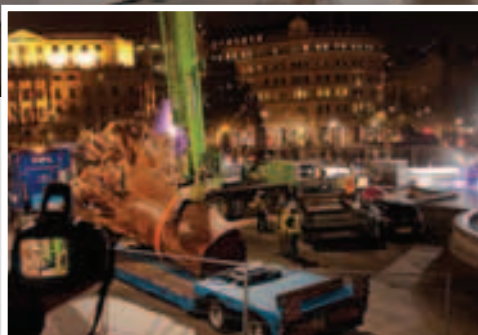
Setting the steering program on the Kamag (blue) and Scheuerle (red) self propelled modular transporters



Trees on the road

Abnormal Load Services (International) Ltd. in the UK has transported an unusual cargo for an art project aimed at raising awareness of connections between deforestation and climate change.

The Hull, Yorkshire-based company arranged the movement of tropical hardwood tree stumps from Ghana for artist Angela Palmer's Ghost Forest project.



ALS picked them up at Tilbury docks on the River Thames, east of London and moved them to Trafalgar Square in the capital city for a November exhibition. Next, they were moved on, via Hull in the North east of

England, to Copenhagen in Denmark for the early December UN Climate Change Conference.

The ten stumps from nine species of tree, including one of African mahogany, were moved on semi low loaders and low loaders. Largest of the loads was 7 m long, 5 m wide, 4.2 m tall and weighed 20 tonnes. A tree surgeon had to reduce width and height by more than 2 m for travel on British and Danish roads.

ALS's operations team was responsible for the planning and execution of the project from Tilbury to London, Hull and on to Copenhagen working closely with suppliers for safe and controlled delivery to a schedule.

Sponsors of Angela Palmer's project are The Arts Council England and Deutsche Bank. Palmer said inspiration was a discussion with Andrew Mitchell, director of international scientific alliance, the Global Canopy programme. "He alarmed me with statistics: a tropical rain forest the size of a football pitch is cut every four seconds, meaning an area twice the size of Belgium is lost in a year."

The trees were from Ghana, which has lost 90% of its primary rainforest in the last 50 years, but is now active in the preservation of the remainder.

PRODUCT NEWS

XCMG LAUNCHES BRIDGE BEAM CARRIER

Chinese crane and earthmoving equipment manufacturer XCMG has launched a vehicle for transporting bridge beams.

The 1,000 tonne capacity TY900 was unveiled at October's BICES exhibition in Beijing. It has 16 pairs of wheels on each side and is powered by two 400 kW diesel engines. Assembled it is 43.2 m long but it can be dismantled into three equal size modules for transport. The 6.9 m wide transporter offers a 28 m turning radius and can cope with slopes of up to 5%.

The TY900 has a cab at each end and is controlled by an electro-hydraulic system. Its 64 independently suspended, steered and driven wheels run on large rough terrain tyres. The unit is designed for transporting large pre-fabricated bridge beams and is available with either a 600 tonne or 1,000 tonne carrying capacity. See www.khl.com for the full story with photo.

Goldhofers complete Japanese bridge

Self propelled heavy-duty transporters were instrumental in completing the motorway connection between Nagoya City and Osaka in Japan.

Bridges are a major part of the Higashi-Meihan-Highway. One of those installed was a 95 m, 545 tonne bridge section that had to be transported to the Tenpaku motorway junction at a height of some 30 m via existing feeder roads.

The extreme weight of the bridge section and minimal space availability precluded the use of cranes. Instead, self propelled heavy-duty transporters with hydraulic suspension were brought in. "We would not have been able to realise this project without the Goldhofer vehicles. One could say that our new self-driven modules genuinely stole the show", says the site manager from the Central Nippon Expressway Company.

Each of the Goldhofer PST-ES/E Series modules had a 60 tonne lift table that supported the bridge at a height of 30 m. The bridge was moved using two manoeuvrable lift table combinations so it protruded over the road sections positioned underneath it. The third transporter unit then picked up the bridge element on the other side of the street.

An electronic multi-way steering system on the 19 axle lines helped manoeuvring in the restricted work area. "The PST-ES/E Series offers users numerous special steering modes, which can all be

RIGHT: The self-propelled Goldhofer PST/ES-E being positioned under the bridge

BELOW: The heavy duty self-propelled transport takes over support of the bridge



This enables an extremely flexible and simultaneously precise steering system for the vehicles", explained Horst Häfele, sales director for heavy duty modules at Goldhofer.

In addition to precision, other requirements on the project were power and the capacity to handle the weight of the gigantic concrete section. Total load was the 545 tonne bridge element, plus the 60 tonne lift tables and the 50 tonne mounting platform. The PST-ES/E has the highest axle load capacity of any Goldhofer module.

The Higashi-Meihan-Highway is one of the most important road links in Japan. ■

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Magdenli does turbines

Recent projects for Turkey-based heavy haulage and crane specialist Magdenli Transport and Trade Co have involved turbines for power generation.

One contract was to move Vestas wind turbines, including nacelles, weighing up to 77 tonnes. Magdenli transported them from the port of Iskenderun to Belen, Hatay for the 30 MW Belen Güriş wind turbine project.

Another project was to move a pair

of 300 tonne Mitsubishi gas turbines measuring 13.00 x 4.60 x 5.10 m destined for the 930 MW Enerjisa natural gas combined cycle power plant. They were transported from Bandirma Port to site using two MAN tractors and Goldhofer side by side hydraulic platform trailer combinations with 14 axles and 1½ file wide (168 wheels).

Magdenli is a member of the Cargo Equipment Experts network and operates between Turkey and Western Europe. ■



Making use of the turning circle on the 1½ file wide 14 axle Goldhofer hydraulic platform trailer combination

Magdenli using a Grove all terrain from its own fleet to load the 77 tonne nacelle of a Vestas wind turbine



PRODUCT NEWS

TALBERT TRAILER DAMPING SYSTEM



The Equalizer is a new damping system for spread axle trailers from Talbert Manufacturing in the USA.

It is a nitrogen-assisted system that hydraulically transfers loads in all terrains. The system oscillates around a central self-tracking pivot point to provide proportionate weight distribution in each axle grouping, regardless of varying road conditions, according to the manufacturer.

The Equalizer is available for Talbert 55 and 60 US ton (50 and 54 tonne) 55SA and 60SA 3+1 spread axle series trailers and axle attachments. It allows a 14 foot 1 inch (4.3 m) spread with 54 inch (1.4 m) axle spacing and a 14 foot 7 inch (4.4 m) spread with 60 inch (1.5 m) axle spacing.

It is designed for operators to make easy and quick adjustments and to maintain those settings to safely maximise loads. By hydraulically damping axle movement and controlling load transfer, the system absorbs hauling and loading shocks to allow more suspension movement for reduced stress and a smoother ride.

A dual two-speed landing gear is used to make connecting the trailer to the axle attachment easier. The axle attachment can be lifted for reversing. No shimming is needed so time is saved and the booster and attachment can be left on when running empty.

In Spain Campayo S.A. lifted and transported heavy machinery for construction of the new AVE rail line between Madrid and Valencia. Madrid-based Campayo is a new member of the Cargo Equipment Experts (CEE) global network and used its own fleet of cranes and multi-axle trailers for this operation. Tasks included lifting and transporting Plasser profiling and tamping machines, weighing up to 70 tonnes, used in track construction.



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Prime Tower will be Switzerland's tallest building

Switzerland's tallest towers

Four tower cranes are helping construct what will be Switzerland's tallest building. *IC* reports

At 126 m the Prime Tower in Zurich will be taller than the Basel Messeturm. The Prime Tower's foundation stone was laid on 19 November 2009 and the top, 36th, floor is scheduled to be built by July 2010.

The Wolff tower cranes on the job site are models 5520, 6522, 6023 and 6531. Space restrictions on the site of the former Maag gear factory limit the manoeuvring area on the ground and in the air. Surrounded by office buildings, green areas and roads, the large number of people around the downtown site reinforces the need for safety and accurate operation.

The 75 kW hoists on the four cranes give a maximum lifting speed of 230 metres a minute. "During the final construction phase, the materials will be hoisted over 100 m" explains Markus Senn, Wolffkran Schweiz AG managing director. To reach all 36 floors the 6023 and 6531s will be climbed to raise their height. Maximum for the 6531 is 153.2 m.

Careful planning is needed both for climbing and bringing the cranes down. It should be done at the beginning when designing the layout of the construction site. For this project it was done by Marti AG with input from Wolffkran of calculation inputs, for example, corner loads, torsional data and anchoring points for the support stays.

Technical features on the new cranes include a remote monitoring system now fitted to all new Wolff tower cranes. An electronic control system is used to help support the operator, for example, automatically reporting any faults to service centres in Dällikon, Switzerland and Heilbronn in Germany. The aim is for faults to be quickly identified and remedied before they lead to downtime on the construction site. ■

Three of the four Wolff tower cranes on the Prime Tower site in Zurich.





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Zoomlion's QU450 lattice boom crane dominated the company's stand At BICES in Beijing. The 450 tonne capacity crawler crane, with its 343 kW Volvo engine, has a deadweight of 360 tonnes with a basic boom. With a heavy duty (HD) boom the crane can lift 400 tonnes to 6 m radius while, with a Light Duty (LD) boom, it can lift 207 tonnes at 9 m. With a HD luffing boom the figures are 140 tonnes at 14 m while a HD fixed boom can lift 90 tonnes at 16 m. With the Superlift boom, performance goes up to 450 tonnes at 8 m and with Superlift LD and luffing booms the figures are 207 tonnes at 18 m and 225 tonnes at 14 m

As the one big market that has appeared most resistant to the negative effects of the global financial crisis, all eyes remain on China for crane sales and market growth. Both have retained an impressive upward direction, despite the world economic situation. *IC* reports

Continuing to amaze

China's construction equipment market has remained relatively resilient while others have collapsed in the financial crisis. Despite a sharp decline the market is still in rude health and is forecast to remain so. GDP in China grew just over 7% in the first half of 2009

and with it construction activity also speeded up. Growth is forecast to continue at up to 8% this year.

Despite strong sales in 2008 and the world financial crisis, the Chinese market for mobile cranes (on wheels and crawlers) continued to grow in 2009. It was largely due to infrastructure construction projects, primarily railway construction and high speed lines between cities in the central region. More than 90% of the cranes are telescopic boom truck cranes and about three quarters of them are in the 12 to 25 tonne capacity range.

For 2009 sales of wheeled mobile cranes in China were forecast at 21,600 units, up more than 12% from the 19,163 total for 2008, according to David Phillips, managing director of management consultancy Off-Highway Research (see box). Sales of mobile cranes in the first half of 2009 were up 10% on the same period of 2008, according to OHR.

To the already huge mobile cranes sales figure for 2009 can be added sales of nearly 2,000 crawler cranes (half of which are less than 50 tonnes capacity), 250 industrial cranes and 132 all terrains. Crawlers take about 5% and all terrains 1% of the total market.

As Chinese crane manufacturers continue to rapidly expand their product ranges and introduce models further up the capacity scale, imported cranes become less attractive to Chinese buyers. Import duty is levied on all cranes brought in other than ones of a type or capacity not manufactured in China. Duty on truck cranes makes imports about three times more expensive than local product.

Chinese manufacturers Sany and Zoomlion have both built crawlers cranes >

Terex showed cranes from its domestic and international line-ups at the October BICES exhibition. From right to left is the 25 tonne capacity LT 1025/3, the 50 tonne LT 1055/2 and the 250 tonne capacity AC 250-1 all terrain. The two LT models are built in China by Terex's partner, the Sichuan Changjiang Engineering Crane Corporation





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New from Zoomlion is a 350 tonne capacity all terrain crane. The QAY350 has a 61 m five-section elliptical profile telescopic boom with single cylinder extension and single-pin locking. Jib length is between 11 and 42 m. Maximum load moment on main boom-only is 10,819 tonne-metres. The seven axle QAY350 has hydropneumatic suspension. Four axles are driven and there is electronically controlled multi-mode all-wheel steering. Power is from a 420 kW Mercedes OM502LA engine

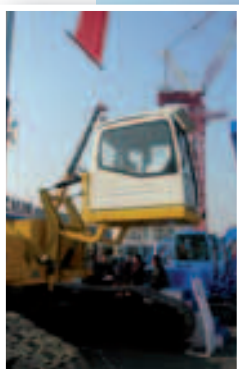
up to 1,000 tonnes capacity, XCMG offers wheeled mobile telescopic cranes to 500 tonnes capacity and there are literally hundreds of tower crane manufacturers so there is little left that is not covered by domestic producers.

By far the largest of the manufacturers is still XCMG, which continues to hold more than 50% of the mobile crane market (somewhere around 11,000 units built in 2009). Next is Zoomlion with about 20%, followed by Terex Changjiang, Sany, Manitowoc Dongyue and LiuGong (a new entrant to the crane sector) all with around four or 5% share.

This magazine's listing of the world's 20 largest crane manufacturers, the *ICm20* (IC November), has seen its most radical change as a result of the entry and expansion of Chinese manufacturers. XCMG, Zoomlion and Sany have already had a major impact on the table. Zoomlion entered the top 10 in the 2009 table from 11th place in 2008. Sany was a new entry in 2009 at 15th place while XCMG posted an increase of more than 25% on the previous year. Sitting just outside the top 20 in the 2009 table was crawler and mobile manufacturer Fuwa with sales of US\$174 million.

Taishan Construction Machinery used BICES to introduce its latest

50 tonne capacity DaiFeng QUY50 tracked telescopic crane. The crane, with a Cummins engine, has a maximum under hook height of 38 m and an operating weight of 50 tonnes. The crane pictured also has an elevating cab (see inset picture). Based in the Shandong Province, Taishan produces DaiFeng branded telescopic boom crawler cranes and hydraulic pipe layers



New entry

Liugong is one of China's largest earthmoving equipment manufacturers. Its move into the crane sector has come in only the last year, with the opening of a new factory in Bengbu, Anhui Province.

Despite this recent entry into the market, company president Zeng Guang'an says it will sell 1,200 cranes in China this year – equivalent to about a 5% share of the domestic market. It expects this to rise to a 7% to 8% share the next year as the range is filled out and production comes up to its full capacity of 3,000 cranes a year.

According to Li Yuning, general manager of the company's crane division, the full range will comprise wheeled mobile cranes up to 100 tonnes in capacity and crawlers up to 260 tonnes to cater for the



Hunan Province-based Jianglu, which is part of the China North Industries Group Corporation (CNGC) introduced its QTD480 luffing jib tower crane towards the end of 2009. Around 10 units have been sold and its main target markets are China, India and the Middle East, the manufacturer said. Liu Jie, Jianglu international trade manager, told IC that the QTD480, at 32 tonnes, is the company's highest capacity luffer



most popular capacity classes in China. The final additions to the range are expected to launch at November's Bauma China exhibition in Shanghai.

Exports

Once LiuGong has "built the foundations in China," as Li puts it, it will start to explore export markets. Zeng said it would target developing world countries first, but also expected to sell cranes in Europe and the USA.

LiuGong is one of China's most >

One of the newest cranes on show in Beijing was the Fuwa FRC25 city-type wheeled mobile. The 25 tonne capacity unit has 4x2 and 4x4 drive options and a maximum under hook height of almost 36 m with fly jib. Fuwa, based in the Liaoning Province to the north east of Beijing, told IC that it was too early to tell which markets would be targeted





The new CQUY800 lattice boom crawler crane from CSR Heavy Machinery in Beijing was so new that the international specification sheet had not been printed in time for the BICES show where it was first shown. Capacity is 80 tonnes and its maximum load moment rating was given as 320 tonne-metres. Initial figures put the main boom at 49 m with an 18 m luffing extension



Designed with wind turbine installation in mind, the Sany SCC6500WE lattice boom crawler crane has a 102 m main boom with 12 m fixed jib extension. The crane can lift 120 tonnes to 90 m and the undercarriage is hydraulically adjustable to give a footprint width of 7 to 10 m



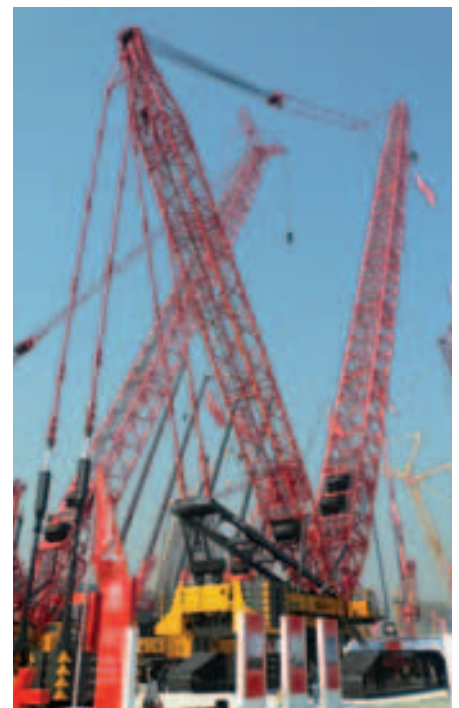
Chinese manufacturer Foton Lovol showed a number of products in Beijing, including the Lovol FQY 360/320 crawler crane. Capacity is 360 tonnes and its maximum load moment is given as 4,910 tonne-metres

successful exporters in the earthmoving sector, with a network of 180 dealers in 80 countries. It made history earlier this year by being the first Chinese manufacturer to open an overseas factory, with a new wheeled loader plant in Indore, India.

Four years ago the proportion of Chinese mobile crane production exported was less than a tenth of the 4,000-plus units sent abroad in 2008. Breaking down that OHR figure, around 3,500 were truck cranes and more than 800 were crawlers, while just 33 were all terrains. Primary export markets are India, South America and the Middle East.

Show it

Exhibitions are a good way to showcase products and services to buyers worldwide. As the most recent major congregation of manufacturers involved in the Chinese market, the BICES exhibition in Beijing last October was an opportunity to both test and gauge the market for new lifting equipment.



One of the largest cranes on show at BICES was the Sany SCC11800 with a capacity of 1,180 tonnes and 15,500 tonne-metre rating



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Is it a crane, is it an access platform? The XZJ5060GK, pictured on the XCMG stand at the BICES exhibition, is a combination of both. It is believed to be a popular tool with the military. There are seven platform-crane combinations in the XCMG range with maximum working heights to 19 m and lifting capacity of 2,000 kg. Maximum lifting heights range from 8 to 10 m



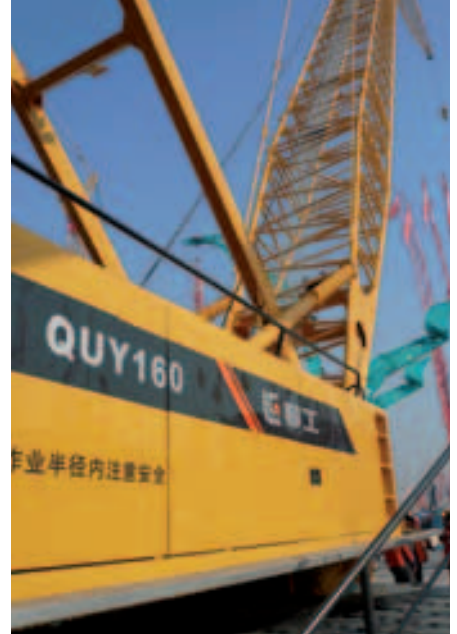
LiuGong launched two truck cranes and a crawler model towards the end of 2009. The new models are the 50 tonne capacity QY50C and 70 tonne QY70 wheeled mobile cranes and the 160 tonne capacity QUY160 (pictured) crawler crane

The 10th BICES was a success according both to visitors and exhibitors.

In advance of a final audit the number of visitors was at least 80,000. They walked the aisles of a show that occupied a gross area of 150,000 m² (around 70,000 m² net) and hosted around 900 exhibitors.

Many major international manufacturers exhibited at the show but there were also notable exceptions. China's top manufacturers, however, were on show and many, if not all, introduced new machines, as did the international exhibitors. See the pictorial review for what was new at the show.

Next in the exhibition calendar for the country is Bauma China, held in Shanghai between 23 and 26 November 2010. For more information go to: www.bauma-china.com



ABOUT OFF-HIGHWAY RESEARCH

Off-Highway Research is a management consultancy specialising in the research and analysis of international construction, and agricultural equipment markets. It is the largest company of its kind in the world. The consultancy was formed in 1981 as part of The Economist Intelligence Unit (EIU) and is now privately owned. In the last five years OHR has worked for more than 600 clients in 37 countries. www.offhighway.co.uk

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Winding forward

Netherlands-based FibreMax has adapted the use of man-made fibres to produce pendants for cranes, which, it says, will revolutionize the heavy lift industry.

EUAN YOUDALE reports

The lifting industry currently relies on solid steel and wire-based pendants but with loads becoming heavier in almost all applications, Rinze van der Schuit, FibreMax president, says there is a requirement for lighter and more flexible alternatives.

One of those alternatives is pendants made from man-made fibres created using the FibreMax endless winding system. It is an automated process involving the continuous winding of parallel strands of fibres around two end fittings until the right cable strength or required stretch has been reached.

"We started out in yacht rigging making

bigger and bigger cables with up to 800 to 900 tonne breaking loads. I thought, if we can use the technique for sailing yachts, we can also use it in industry. Then two years ago we had an enquiry [to make cables] for big observation wheels. Everybody was amazed at the weight saving. Then the first inquiries came from sailors using our equipment who are in the rigging industry – they said 'this is something we can use in construction.'"

The one-year-old company has already built a machine at its factory in Joure that can produce pendants up to 80 m long. It will be joined by a second unit, producing cables up to 150 m, in April 2010.

"Even when people calculate it on a mathematical basis, everyone says 'this cannot work'. Only when you have built the correct machine, which we did by ourselves, do they see," says van der Schuit.

Certification

Although FibreMax is seeking certification from Lloyds, ABS and DNV for its cables, the techniques have been perfected and extensively load tested. This means the company will be ready to fulfil orders as soon as the first of these official standards has been met. The first will be Lloyds in about two months.

Van der Schuit says this coincides with a high level of interest from the lifting industry, with more than 50% of potential business coming from direct enquiries. They include three major manufacturers that are producing heavy cranes for lifting jobs in power stations and refineries. This amounts to €10 million (US\$ 14.5 million) in possible orders for the first year.

"There are rules that specify if the load drops from the hook the energy recoil in

A FibreMax cable undergoing break load testing



the crane boom should be at a minimum and with the low angle (long radius) of the boom you can easily lift 40 to 50 % more with our pendants," adds van der Schuit.

As far as heavy lifting is concerned, there are two main fibres of choice, those being aramid and high modulus polyethylene (HMPE). The former provides up to six million load cycles at 20% loading, meaning it can match the lifecycle of a crane. This compares to about a quarter million load cycles available from steel pendants in their lifetime, explains van der Schuit.

Fibre range

Incidentally, aramid fibre is not widely used in ropes because it is rough in texture, so when you make a braided construction, it shaves the fibres through unless it has a proper coating. HMPE, on the other hand, is quite smooth, making it suitable for ropes. With the parallel yarn construction of FibreMax pendants all fibre properties are directly transferred into the end product without the need of additional coating, van der Schuit says.

"We choose the best solution with the client. For very long lasting pendants we use aramid. Where weight is absolutely critical we use HMPE, but consideration has to be given to potential creep issues with HMPE on constant load, which is not the case with aramid," says van der Schuit. The weight issue is one of the main considerations when choosing a fibre cable. For example, FibreMax has been approached to provide 2 m cables with 400 tonne breaking loads, to be used with four modular towers with jack up systems.





The limited space means there is not enough room for a service crane to lift in steel pendants weighing some 350 kg each. "This job can only be done with our cables because they are so light you can take them out by hand." In this case HMPE is used because the weight to breaking load ratio is critical.

Competition

According to van der Schuit there are no competitors able to produce pendants in this way, meaning that they are expensive and inefficient compared to the FibreMax brand. "We have a head start of about five years. In that time there will probably be another company in the world able to produce almost the same quality."

At one stage FibreMax had seven patents on its products but chose to relinquish them because they were time consuming, expensive and were continuously outmoded by the development of the technology. The endless winding process incorporates laser technology to provide a 1/10 mm length tolerance for each metre of pendant.

Van der Schuit explains that it is impossible to reverse engineer his cables and competitors would have to design the manufacturing process from scratch. "When we supply cables, you can see the fibres are aligned but you do not know anything about the fibre tension we are using. All fibres have the same pre-tension, but that pre-tension is confidential. The big advantage is that the end fitting is incorporated in our cables; this is not possible in any other existing production process. There is a threat but we can face

Rinze van der Schuit, FibreMax president

that threat."

Apart from the flexibility and transportability of FibreMax products, van der Schuit says the price is also competitive, being 10 to 15% higher than steel plated pendants and about three times higher than galvanised steel wire pendants. When set alongside all the other advantages, van der Schuit argues that it makes them highly cost effective. "They are also maintenance free. While steel wire has to be greased, we have a clean cable. And it's soft so it will not damage the crane and the paint job."

Growth

As a result of these advantages the company hopes to see double digit growth each year for at least the first three years. Turnover for 2010 is forecast at between €5 to 10 million (\$7.3 to 14.5 million). "With the crane market as we see it, the average is about €50 million (\$72.7 million) turnover a year with two machines. I can see us reaching that in three years – the market is there."

Opportunities can be found across the spectrum, particularly where cranes are getting bigger and require lighter components to save on lifting capacity. "In the onshore and offshore windmill industry weight is always an issue because of the stability of the crane. When the wind speed is more than 12 knots you cannot hoist because there is too much drag. With lightweight pendants there is less of a problem."

The refit market, while unmeasured



The endless winding system at the FibreMax facility in Joure, Netherlands

at the moment, is potentially even bigger, says van der Schuit. "Our cables are easily interchangeable with steel. We have the same diameters and point sizes, it's like putting a modern engine in an old car."

Despite the potential of fibre-based hoisting rope, FibreMax has no immediate plans to make the leap from pendant to rope production. "We know that there are companies in the world trying to produce aramid and HMPE hoisting rope, which is also a big saver. A hoisting rope is always a braided rope so we would need other types of machines, although it is very big business. But first we will do what we have set out to do."

The current plans include a joint venture with Netherlands-based sling manufacturer Technotex to produce man-made fibre-based alternatives to the heavy shackles used with spreader beams. The new products from this venture will premiere at Break Bulk Asia in Singapore, 26-27 January.

OFFSHORE POTENTIAL

Apart from heavy lift, FibreMax has also set its sights on the offshore industry, particularly the production of mooring ropes. Overall, the potential in the offshore market is considerably higher than heavy lift, says van der Schuit.

"You can put one or two zeros on the end of figures for this part of the business compared to cranes and the mooring lines are the biggest area. An order for one big rig can be €30 million (US\$44 million), so it is huge."

Some of these mooring cables can have a break load of 1,000 to 1,200 tonnes and be two miles long. For that reason the company is planning to build a 5 km long manufacturing plant.

"It uses the same process, but has to have a ridiculously long factory and machine. Everything is already engineered and we have two or three [potential] locations in Holland," says van der Schuit.

The factory will consist of an administrative hall with a nearly 5 km long column running out the side of it. This column will be wide enough to house the endless winding machine alone and there will be no room for human traffic on either side. The factory will be built close to the sea for direct transportation by ship.

"We have got the support of the Dutch government [for the factory] and when we are up and running we could do €200 to 400 million (\$291 to 581 million) turnover a year in offshore mooring."

The plant will cost about €30 million (\$44 million) to build so, van der Schuit says, it will have to be running at three shifts as soon as possible. "With this technology we can also quite easily produce big cables for suspension bridges."

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COMMENT

Joel M Dandrea

Make green jobs safe



Green jobs offer plenty of opportunities for the membership of SC&RA. Many of these jobs, however, pose dangers.

Whether a workplace is involved in manufacturing solar panels, transporting and erecting components for wind turbines, reducing emissions or recovering hazardous materials, employers must be made to understand that green jobs hazards exist and can injure and kill.

On 16 December, one week after he was appointed head of the U.S. Occupational Safety and Health Administration (OSHA) in the USA, Dr. David Michaels spoke on Integrating Safety & Health into Green and Sustainability, at a workshop in Washington, D.C. "We must use our knowledge and skills to identify potential hazards as they emerge," he said. "We can't wait years for hazards to be completely characterised, to let industries shift their responsibility or defer workplace protections by producing 'doubt' instead of actively practicing prevention."

Michaels stressed the importance of integrating worker safety and health concerns into green manufacturing, green construction and green energy. "Most importantly, we must push worker health and safety as a critical, necessary, and recognized element of green design, green lifecycle analysis and green contracts," he said.

We welcome this approach. Safety has always been and always will be a top priority for SC&RA. For example, we recognize achievements in safety by offering members a dozen types of safety award.

Like SC&RA, OSHA under Michaels will embrace an international concern for safety. In his remarks, Michaels noted the European Community's Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH) programme will provide industry and workers with more and better information about the chemicals they are exposed to. He noted that "REACH is also, finally, challenging the old paradigm where chemicals are considered innocent until proven guilty and, all too often, proven guilty by the sick and dead bodies of American workers."

Michaels also expressed confidence in the ability of the globally harmonized system of classification and labelling of chemicals to contribute consistency, efficiency, and more and better information leading to greater worker safety and health.

Regardless of where green jobs are in the world, our industry must resist the instinct to see them as safe. We must remember, for example, that rooftop solar power potentially creates fall hazards and wind energy presents lockout hazards.

Everyone in our industry should be encouraged by Michaels' position that, whenever possible, OSHA must move ahead on rulemaking for urgently needed standards. "To create good standards, we'll need the input of scientists and engineers, academics, students and workers," he said. "We'll also need allies in the progressive business community who will say 'yes' to sensible changes and participate in the rulemaking process with constructive comments and insight."

SC&RA has proven willing and able to be a viable, credible participant in the rulemaking process. Representatives from several SC&RA member companies served on a panel of 23 experts from all facets of the industry appointed by OSHA that in 2004 developed a recommended proposal for a badly needed update to the crane and derrick safety standard. Since then, the Association has prodded the cumbersome process along. We are hopeful that, under Michaels, a final rule will be enacted later this year. Similarly, the Association remains continually involved with Federal Motor Carrier Safety Administration and other groups working to ensure that oversize and overweight loads, often necessary for green projects, move as safely as possible.

We agree with Michaels' assessment that "employers who rush into this green economy without paying attention to worker safety will blunder into many preventable injuries and deaths." By the same token, SC&RA remains concerned that regulators and legislators who rush to action without understanding the industry will take actions that actually undermine safety while hindering profits and efficiency.

SC&RA remains committed to promoting safety, efficiency and profitability and being the industry's most credible voice around the world.

WHO'S WHO

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People in the lifting and transport industry worldwide can enjoy many benefits from SC&RA membership and by attending the association's meetings.
TERRY WHITE reports

SC&RA has become a truly international organization, with member companies in 43 nations, by acting on the recognition that specialized carriers and rigging companies worldwide face many common challenges and can become stronger by working together. The association continually strives to be a global champion of safety and the worldwide voice of the industry.

International expansion was one of six key goal areas in the SC&RA Strategic Plan for 2009 to 2012. A primary objective of that goal area, when the plan was formulated in October 2008, was to conduct exploratory meetings during the World Crane & Transport Summit regarding a World Crane and Transport Alliance.

However, SC&RA exceeded expectations by having an alliance agreement prepared for signing by the beginning of the summit, 22 and 23 October, in Amsterdam, the Netherlands. Joining SC&RA in signing the agreement were the European Association of Heavy Haulage, Transport and Mobile Cranes; the Crane Industry Council of Australia; the New Zealand Heavy Haulage Association; and the Crane Rental Association of Canada.

By signing the agreement, these organizations agreed "to foster efforts to promote industry best practices, harmonization of standards, common understanding, fair trade and any other pertinent endeavours to further the industries they serve."

The event was organised in co-operation with SC&RA by KHL

Group, publisher of the association's official magazines *International Cranes and Specialized Transport* and *American Cranes & Transport*. Furthering SC&RA's impact at this event were ten speakers from SC&RA member companies worldwide, who covered such topics as progress on US and European crane safety standards, load securement regulations, and the use of risk management to improve financial performance.

Although the summit was the first of its kind, SC&RA has a long history of making its major meetings relevant and attractive to international companies. That tradition continues in 2010.

Broad taste

SC&RA's Specialized Transportation Symposium, 3-5 March, in Texas, USA, should have a distinct international flavour. Six of the 24 companies in the sold-out Exhibit Center have been reserved by companies from outside the United States. One of three companies in the presentation of 2009 Jobs of the Year Winners is Tradelossa, Durango, Mexico.

Keynote speaker Vince Poscente, is an Olympic speed skater from Canada, who went on to gain further fame as a New York Times bestselling author and member of the Speaker Hall of Fame. In a presentation with universal appeal, he will explain how everyone in the audience can take control of their time, their tasks, their priorities and their talents - and start making life everything they want it to be.

Other sessions will give international attendees new insights on regulatory, legislative and operational challenges faced



by specialized carriers in the United States. The event will offer numerous networking opportunities for an attendance expected to exceed 350 specialized carriers, state and federal government officials, researchers, manufacturers and suppliers.

Opportunities to connect with others in the industry will be even more abundant a month later at the SC&RA Annual Conference, 6 to 10 April. The schedule includes more than 50 educational sessions, networking events and committee meetings. World-renowned speakers will educate and entertain attendees during sessions throughout the conference.

The Annual Conference is expected to attract more than 600 attendees from all facets of the industry around the world. Attendees from outside the United States will be cordially welcomed at the International Members Reception. As with the Specialized Transportation Symposium's Exhibit Center, international companies are expected to again have a

strong presence at the 56-booth Products Fair.

International members are also encouraged to enter the Rigging and Hauling Jobs of the Year competitions. Last year three of the six winning entries came from companies outside the United States. Even before the judging, many international companies feel they are winners because of the opportunity to showcase their abilities before a large crowd of prospective customers and partners.

Other activities that international members should enjoy include the Annual Awards and Recognition Dinner; the SC&R Foundation Gala; the President's Reception; and golf, tennis and fun run events.

Although the programme is still preliminary for the SC&RA Crane & Rigging Workshop, 22 to 24 September, in San Diego, California, USA, that annual event also will hold great interest for companies from around the world. Last year's event in Milwaukee, Wisconsin attracted 425 attendees from 11 nations; United States, Australia, Austria, Canada, Denmark, Germany, Italy, Mexico, Puerto Rico (U.S. territory), United Arab Emirates, and United Kingdom.



Membership offer

Knowing that companies joining SC&RA and taking advantage of all it has to offer are likely to renew their membership, the association offers a special introductory offer of US\$ 395 for full membership for a year. To make that offer even more valuable, new members receive a free registration to any of SC&RA's three major meetings in the following 12 months. That benefit alone can be worth US\$ 650 or more. Members always receive discounts for SC&RA meetings.

Membership also includes a number of other substantial benefits. Members receive weekly newsletters that include all the latest news from the association and many other briefs about items of special interest to the industry. A separate *Safety and Risk Management Newsletter* is published quarterly.

Every member receives a copy of the *Membership Directory*, as well as a free listing in the next directory. Many members find that this benefit alone is worth the cost of membership. That is particularly true for international members because members often turn to the directory first when looking for someone to work with in another country.

SC&RA members also are eligible for substantial discounts on SC&RA's industry-specific products, for example, technical manuals and training videos. Plus, they have exclusive access to the members-only section of the SC&RA web site. There is a wealth of material, including archived newsletters, committee minutes, and SC&RA member logos for download and use on members' promotional material. ■

■ For more information about joining SC&RA, go to the SC&RA web site www.scranet.org and click on the Membership tab at the top of the page. Under that tab is information about SC&RA's awards programme, including Rigging and Hauling Jobs of the Year. Click on the Events tab for further details about the upcoming Specialized Transportation Symposium and SC&RA Annual Conference. For further information about SC&RA call +1 (703) 698 0291.



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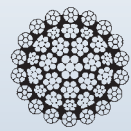
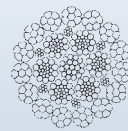
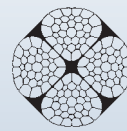
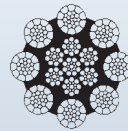
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- FMCSA - What's on Tap?
- Age of Speed
- CSA 2010: Comparing and Going Beyond Safestat

WHEELS OF STEEL

UK-based GKN Wheels has secured a four year contract to supply container handler wheels to Cargotec's Kalmar RT Centre in, Texas, USA.

The deal is worth an estimated US\$6 million and will be delivered by GKN Wheels' two manufacturing sites in Iowa. The five-piece, 35 inch (89 cm) diameter steel wheels have been engineered especially for use on the container handlers, which carry loads of more than 40,000 pounds (18 tonnes). The wheels will be transported to the Kalmar Rough Terrain Centre in Cibolo, Texas.

"The wheels we are producing for the Kalmar Rough Terrain Centre are some of the biggest and heaviest that we produce in the US for the container handling industry and are designed to withstand extreme loads," said Brian Crouch, territory account manager at GKN Wheels Armstrong, Iowa.

■ For more information see www.gknoffhighway.com

Flight control with crane scale

A remote radio link crane scale assembly, developed by Weightron Bilanciai Ltd, is playing an important safety role for Virgin Atlantic Airways at its Heathrow Airport maintenance hangar, in the UK.

The crane scale system has been installed to monitor loads in overhead cranes while lifting major aircraft components, including engines, engine nose cowl and wing flap assemblies.

Supplied via mechanical handling experts, Sheffield-based Street CraneXpress (SCX), the Weightron system consists of a Model LD rechargeable 20 tonne capacity crane scale, a bi-directional UHF radio link, D800 weight terminal and audible alarm. The D800 terminal has two set-points, which trigger the 100 dB alarm

if pre-set loads are exceeded.

"All aircraft will have tendencies to shift their balanced weight as large assemblies are removed and fitted. For example, the average weight of an engine is seven tonnes and if this large weight is removed from an outboard wing position the aircraft wing will lift upon the removal," said a spokesman.

■ For more information see www.weightron.com



LATCHED ON



In today's tough market conditions there's a need for greater security, lower cost of ownership, improved driver comfort, green technologies, and re-alignment of manufacturing sites to support emerging markets, said Alex Wakeley at Southco.

"Traditionally, off highway vehicles have a plethora of different locks, latches and fasteners and, in the absence of a specialist single supply source, OEMs have been forced to use a diverse collection of different product suppliers for different components. Today, OEMs are seeking expertise, innovation and support across their entire access hardware platform."

As a result, Southco has added the final part to its range with a new series of rotary action latches and actuators for direct, remote or multi-point actuation for parts of the driver's cab not previously catered for.

By integrating electronic control systems with basic latches, Southco offers differing levels of security. It also says the products have been designed to last as long, if not longer, than the vehicle, lowering maintenance costs and warranty claims.

■ For more information see www.southco.com

Nice splicing

Small diameter wire ropes and fitting specialist Tecni-Cable, in the UK, has invested more than UK£ 12,000 (US\$ 19,000) on a new splicing press to increase the company's wire rope assembly manufacturing capabilities by up to 40%.

The 150 tonne swager splicing press from Talurit has been designed with flexibility and versatility in mind, says Tecni-Cable. It is able to increase the hexagon swaging (bending or shaping of cold metal) capability for stainless steel fittings of up to 10 mm diameter wire rope. In addition, it can form looped and reinforced thimble eyes in up to 22 mm diameter wire rope. The machine can be used horizontally, vertically, bench mounted or free standing, and an electronic foot pedal enables

straightforward operation, as both hands can be free when swaging.

■ For more information see www.talurit.com



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www.cemat.de

SC&RA ANNUAL CONFERENCE
6 - 10 April 2010
Orlando, Florida, USA
www.scranet.org

COMMERCIAL VEHICLE OPERATOR SHOW
13 - 15 April 2010
NEC, Birmingham, UK
www.cvoperatorsshow.co.uk

CONSTRUMA 2010
14 - 18 April 2010
Budapest, Hungary
www.construma.hu

BAUMA (MUNICH)
19 - 25 April 2010
Munich, Germany
www.bauma.de

2010 ESTA AWARDS
22 April 2010
Hilton Munich Park Hotel,
Munich, Germany
www.esta-eu.org

CTT SHOW 2010 (INC CONEXPO RUSSIA)
1 - 5 June 2010
Moscow, Russia
www.mediaglobe.ru

SAIE 2010
21 - 24 October 2010
Bologna, Italy
www.saie.bolognafiere.it

BAUMA CHINA
23 - 26 November 2010
Shanghai, China
www.bauma-china.com

BC INDIA 2011
8 - 11 February 2011
Mumbai, India
www.bcindia.com

SAMOTER 2011
2 - 6 March 2011
Verona, Italy
www.samoter.com

CONEXPO-CON/AGG 2011
22 - 26 March 2011
Las Vegas, USA
www.conexpoconagg.com

Picture of the month

Daniel Romero La Rosa from Tecnogruas Romero S.L. in Spain sent in this picture of a large scale tower crane model built and designed in the country.

It is 1.7 m high and has a lifting capacity of 10 kg. Total weight of the model is 40 kg. It includes counterweights made of marble commonly found in kitchen work surfaces, a slewing motor originally designed for a radio and a hoist winch translational chassis made from 12 V windscreen wiper motors.



PEOPLE NEWS



■ Bisso Marine has appointed **ZACHARY MALINOSKI** as manager of its salvage

engineering and naval architecture group. Malinoski was deputy technical director at Sayres and Associates Corp. and Lockheed Martin. He also spent four years as a member of the Coast Guard's salvage engineering response team.

Bisso Marine has also added **V.**



SEVA to its management team. Based in Houston, Texas, USA, Seva joins the company

as project manager and salvage master. Previously Seva was salvage master for Svitzer Salvage B.V., in

the Netherlands and prior to that he was salvage master at Smit Singapore Pte Ltd.

■ Trail King Industries in the USA has named **BARRY FREIFELD**



as director of sales. Freifeld has more than 20 years of executive sales and

marketing experience in the industrial, automotive, electronics, military and medical products and services markets. Most recently he was national sales manager at Hermes Abrasives, Ltd., Virginia.

■ Talbert Manufacturing, Inc., in the USA has appointed two heavy-duty trucking and trailer industry veterans as area sales managers. They are **TODD GALGOCI**, for the



Great Lakes territory, and **LAURA ROAN**, for Southeast territory. They will assist dealers and end users with trailer sales, service and support, said the company.

■ **DR. DAVID MICHAELS** has been sworn in as Assistant Secretary of Labor for the Occupational Safety and Health Administration (OSHA) in the USA. Michaels is a distinguished scientist and has conducted epidemiological studies examining the hazards facing printers, construction workers, bus drivers and other groups of workers, said

OSHA. Before OSHA, he was a professor and interim chair at the George Washington University School of Public Health.

■ **BRUCE KABALEN** has been promoted to manager of marketing communications for Link-Belt Construction Equipment Company. Kabalen previously spent 12 years in the company's marketing communications department. Kabalen and his team created Link-Belt Preferred, a web portal for customers, as well as contributing to Link-Belt's presence at Conexpo, CraneFests and Bauma events. His new role will include advertising, publications, public relations and training.



■ 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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35 t, PPM Terex
ATT 400, 1998



40 T, Demag AC 40,
2003



40 T, 2 x Liebherr LTM
1040, 1997, 1999



25 T, Krupp KMK
2025, 1991



25 T, Demag AC 25,
1998



35 T Faun HK 35-L,
2000



50 T, 2 x Liebherr LTM
1050, 1999, 1995



60 T, PPM Terex ATT
600, 1997



60 T, Tadano Faun ATF
60-4, 2000



70 T, Liebherr LTM
1070-4.1, 2008



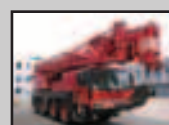
80 T, Krupp KMK
4080, 1994



80 T, Grove GMK 4075,
2003



80 t, Demag AC 80-2,
2003



90 T, Liebherr LTM
1090-2, 1999



100 T, Grove GMK
5100, 2000



110 T, Tadano Faun
ATF 110 G-5, 2007



120 T, Liebherr LTM
1120, 1990



140 T, Krupp KMK
5140, 1993



140 T, Demag AC 140,
2004



150 t, Demag AC 435,
1992



160 T, Grove / Krupp
KMK 5160, 1995



180 T, Grove GMK
5180, 2000



200 T, 2 x Liebherr LTM
1200, 2007, 2009



500 T, Demag AC 500,
1998



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 PPM ATT 600 55 t YEAR 1997	 FAUN ATF 65G-4 65 t YEAR 2008	 DEMAG AC 205 80 t YEAR 1997
 LIEBHERR LTM 1090 90 t YEAR 1990	 LIEBHERR LTM 1160-2 160 t YEAR 2001	 LIEBHERR LTM 1220-5.1 220 t YEAR 2005
 DEMAG AC 350 SSL 350 t YEAR 2005	 Terex-Demag CC 2500-1 450 t YEAR 2006	 GROVE GMK 7450 450 t YEAR 2004

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STOCKLIST

TELESCOPIC AT-CRANES	capacity	manufacturer	type	year	drive/steering	boom/jib (m)	delivery
225 t	Liebherr	LTM 1225	1996	12 x 8 x 10	60 / 23 / 63	direct	
80 t	Liebherr	LTM 1080/1	2001	8 x 8 x 8	48 / 19	direct	
80 t	Liebherr	LTM 1080/1	2000	8 x 8 x 8	48 / 19	direct	
80 t	Liebherr	LTM 1080/1	1999	8 x 8 x 8	48 / 19	direct	
75 t	Grove	GMK 4075	2001	8 x 8 x 8	43.2 / 27	direct	
75 t	Grove	GMK 4075	2001	8 x 8 x 8	43.2 / 17	direct	
70 t	Krupp	KMK 4070	1994	8 x 8 x 8	38 / 16	direct	
70 t	Liebherr	LTM 1070	1992	8 x 8 x 8	42 / 18	direct	
65 t	Grove	AT 865	1990	6 x 6 x 6	35 / 14.5	direct	
60 t	Faun	ATF 60-4	2000	8 x 8 x 8	40.2 / 16	direct	
60 t	Liebherr	LTM 1060/1	1995	8 x 8 x 8	40 / 16	direct	
50 t	Liebherr	LTM 1050/1	1994	6 x 4 x 6	40 / 16	direct	
50 t	Liebherr	LTM 1050/1	1997	6 x 4 x 6	40 / 16	direct	
50 t	Liebherr	LTM 1050/1	1996	6 x 4 x 6	40 / 16	direct	
50 t	Liebherr	LTM 1050/1	1996	6 x 6 x 6	40	direct	
50 t	Krupp	KMK 3050	1995	6 x 6 x 6	38 / 16	direct	
50 t	Demag	AC 155	1993	6 x 4 x 6	40 / 17	direct	
40 t	Liebherr	LTM 1040/1	1999	6 x 4 x 6	30 / 14.5	direct	
40 t	Liebherr	LTM 1040/1 (2x)	1997	6 x 6 x 6	30 / 14.5	direct	
40 t	Liebherr	LTM 1040/1	1994	6 x 4 x 6	30 / 14.5	direct	
40 t	Liebherr	LTM 1040-3	1993	6 x 4 x 6	30 / 14.5	direct	
40 t	Liebherr	LTM 1040-3	1992	6 x 4 x 6	30 / 14.5	direct	
40 t	Demag	AC 95	1997	4 x 4 x 4	32.3 / 17.6	direct	
35 t	PPM	ATT 400/2	2000	4 x 4 x 4	30.4 / 8	direct	
35 t	PPM	ATT 400	1998	4 x 4 x 4	30.4 / 15	direct	
35 t	Luna	AT 35/30	1998	4 x 4 x 4	29.2 / 15	direct	
35 t	Liebherr	LTM 1035-2	1989	4 x 4 x 4	26 / 8	direct	
35 t	Liebherr	LTM 1035-2	1988	4 x 4 x 4	26 / 8	direct	
30 t	PPM	ATT 335	1997	4 x 4 x 4	27.4 / 15	direct	
30 t	Grove	AT 633	1988	4 x 4 x 4	27 / 9	direct	
30 t	Luna	AT 30/27 (3x)	1989	4 x 4 x 4	27 / 9	direct	
25 t	Demag	AC 25	2000	4 x 4 x 4	25 / 13	direct	
25 t	Demag	AC 25	1999	4 x 4 x 4	25 / 13	direct	
25 t	Liebherr	LTM 1025	1993	4 x 4 x 4	26 / 8.2	direct	
25 t	Liebherr	LTM 1025	1992	4 x 4 x 4	26 / 8.2	direct	
25 t	Krupp	KMK 2025	1992	4 x 4 x 4	23	direct	
20 t	Krupp	KMK 2020	1994	4 x 4 x 4	20.5 / 3.8	direct	
15 t	Coles	Transit 515	1981	4 x 4 x 4	17.2 / 9	direct	
TELESCOPIC TRUCK-CRANES							
25 t	Kato	NK 250 E	1998	6 x 4 x 2	31 / 8	direct	
25 t	Tadano	TL 250 E	1998	6 x 4 x 2	31 / 8	direct	
YARD CRANES							
8 t	IHI	CTR 80	1978	4 x 4 x 2	8.5	direct	
REACH STACKERS							
40 t	PPM	40 GMI	1991	4 x 2 x 2	12.30	direct	
TELEHANDLERS							
3.3 t	JCB	533-105	2007	4 x 4 x 4	10.5	direct	
3.2 t	Manitou	MT 932	2001	4 x 4 x 4	9	direct	
EARTH MOVING							
weight	manufacturer	type	year	drive/steering	delivery		
2.8 t	Caterpillar	302.5 C mini excavator	2008	tracks	direct		
SPARE PARTS							
* Krupp KMK 6160, Krupp KMK 4070, Liebherr LTM 1070, Faun ATF 70							
* gearboxes, drop boxes, jacks, beams, slewing rings, engines, booms							
* many more spare parts available							

More machines, crane details and photos on: www.homar.nl

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Liebherr LTM 1500, Cap. 500 ton



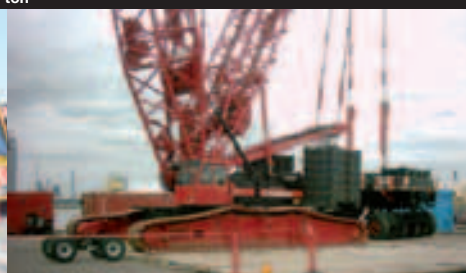
Liebherr LTM 1080/1, Cap. 80 ton



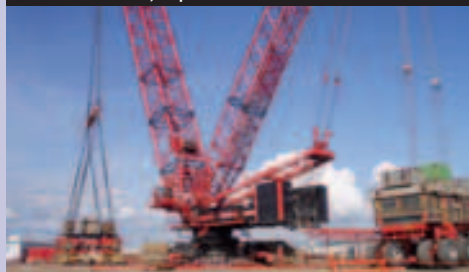
Zoomlion QUY 260, Cap. 260 ton



Demag AC 500-2, Cap. 500 ton



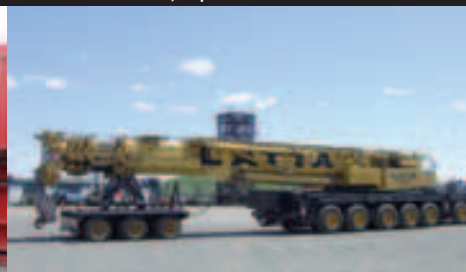
Liebherr LR 1400/2, Cap. 450 ton



Demag CC 4800-3, Cap. 1250 ton



Grove GMK 5100, Cap. 100 ton



Liebherr LTM 1300, Cap. 300 ton

Crawler Cranes

REF NR.	MANUFACTURER	MODEL	CAP.	YOM	REMARKS
687	Demag	CC 1400	250	1997	
020509	Demag	CC 1800	300	1999	SL + Tray
668	Demag	CC 2800	600	2000	SL + Tray
020507	Demag	CC 2800	600	1999	SL + Tray
785	Demag	CC 2800	600	2002	SL + Tray
430	Demag	CC 4800-3	1250	1986	SL + Wagon
595	Liebherr	LR 1250	250	1998	
740	Liebherr	LR 1400/2	450	2002	SL + Wagon
1051	Liebherr	LR 1800	800	1994	SL + Wagon
838	Manitowoc	4100 W S2	200	1980	Incl. Ringer
674	Manitowoc	21000	900	1999	SL + Wagon
664	Sennebogen	5500 HD-SL	180	2001	
1727	Zoomlion	QUY260	260	2008	

Others

Prime Movers

Conventional Modular Trailers

Self propelled Modular Transporters

Koch Crawler Transporter

Mobile Cranes

REF NR.	MANUFACTURER	MODEL	CAP.	YOM	REMARKS
952	Demag	AC 50-1	50	2004	
1695	Demag	AC 100	100	2001	
1720	Demag	AC 350	400	2002	SSL
1700	Demag	AC 500-2	500	2004	SSL
1618	Faun	RTF 40-3	40	1999	
653	Faun	ATF 60-4	60	2000	
636	Grove	GMK 5100	100	2000	
708	Grove	GMK 5200	200	2001	
734	Liebherr	LTM 1055/1	55	2001	
804	Liebherr	LTM 1080/1	80	1999	
921	Liebherr	LTM 1120/1	120	1999	
807	Liebherr	LTM 1160/2	160	1999	
945	Liebherr	LTM 1200/1	200	2004	
1719	Liebherr	LTM 1300	300	1996	
944	Liebherr	LTM 1300/1	300	2003	TA
1399	Liebherr	LTM 1500	500	1999	TA
1071	Liebherr	LTM 1500	500	2000	TY
864	Terex	RT 665	65	2003	

Contact persons

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New Terex RT 780, 72 tons

New Terex RT 665, 60 tons

New Terex RT 555, 50 tons



2007 Terex T775 Truck Crane, 68 tons

2000 Grove GMK 5180 All Terrain, 190-180 tons

1992 Grove AT 750E All Terrain, 50 tons

1992 Grove TT 865E All Terrain, 60 tons

1997 Grove TMS 250E Truck Crane, 30 tons

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- Year 1981/97
- Fly Jib: 9 metres
- Power Lowering
- Crane rebuilt 1997

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31,0 + 8,0 m, 6x4
- 35 t GROVE GMK 2035, y. 1998
29,0 + 15,0 m, 4x4x4
- 40 t DEMAG AC 40-1, y. 1999
31,2 + 13,0 m, 6x6x6
- 45 t KRUPP KMK 3045, y. 1990
32,0 + 13,0 m, 6x4x6
- 45 t FAUN ATF 45-3, y. 2002
30,0 + 15,0 m, 6x6x6
- 50 t GROVE GMK 3050, y. 1998
38,1 + 16,0 m, 6x6x6
- 70 t KRUPP KMK 4070, y. 1990
38,1 + 16,0 m, 2. Hoist
- 100 t DEMAG AC 100, y. 2004
50,0 + 33,0 m, 2. hoist.
- 150 t GROVE GMK 5160, y. 1999
49,0 + 18,0 m, 2. hoist

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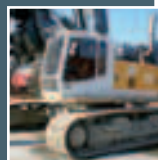


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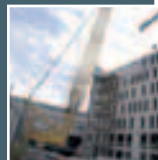
Demag CC2800,
600 ton capacity



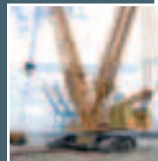
Liebherr LRB255,
piling/drilling rig



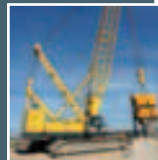
Kobelco SL6000,
600 ton capacity



Liebherr LR1300,
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60T	LIEBHERR	LTM 1060-2	2003
80T	GROVE	GMK 4080	1998
80T	GROVE	GMK 4075	2001

80T	DEMAG	AC 80	1999
90T	LIEBHER	LTM 1090	1990
90T	LIEBHERR	LTM 1090/2	1997
160T	GROVE	GMK 5160	1999

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GROVE GMK5200	ALLTERRAIN	200T	2003	DEMAG AC50/1	ALLTERRAIN	50T	2004
LIEBHERR LTM1120	ALLTERRAIN	120T	1995	GROVE GMK3050	ALLTERRAIN	50T	2001/6
FAUN ATF110 G-5	ALLTERRAIN	110T	2006	LIEBHERR LTM 1040 2.1	ALLTERRAIN	40T	2007
FAUN ATF80-4	ALLTERRAIN	80T	2004	DEMAG AC35L	ALLTERRAIN	35T	2004
LIEBHERR LTM1070	ALLTERRAIN	70T	2005	PPM 350ATT	ALLTERRAIN	30T	1999
FAUN ATF70-4	ALLTERRAIN	70T	1998	GROVE GMK2035	ALLTERRAIN	35T	2001

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20 t Krupp KMK 2020	1994	4x4x4	20,50m + 3,80m
25 t Demag AC 25	1998	4x4x4	25,00m + 1,20m
25 t Demag AC 25	2000	4x4x4	25,00m + 13,00m
30 t PPM ATT 335	1997	4x4x4	27,40m + 15,00m
35 t PPM ATT 400	1998	4x4x4	30,40m + 15,00m
35 t PPM ATT 400/2	2000	4x4x4	30,40m + 8,00m
40 t Terex-Demag AC 40L	2009	4x4x4	37,40m + 8,00m
40 t Liebherr LTM 1040-1	1994	6x4x6	30,00m + 8,00m
45 t Faun ATF 45-3	2004	6x6x6	34,00m + 15,20m
50 t Demag AC 155	1993	6x4x6	40,00m + 17,60m
50 t Faun ATF 50-3	1997	6x6x6	38,00m + 16,00m
50 t Demag AC 50-1	2002	6x6x6	40,00m + 17,00m
50 t Krupp KMK 3050	1995	6x6x6	38,10m + 15,00m
50 t Liebherr LTM 1050/1	1999	6x4x6	40,00m + 15,00m
55 t Liebherr LTM 1055/1	2004	6x6x6	40,00m + 16,00m
60 t Faun ATF 60-4	2000	8x6x8	40,00m + 16,00m
70 t Grove TT 865	1997	8x6x8	38,00m + 18,50m
75 t Grove GMK 4075	2001	8x6x8	43,20m + 27,00m
75 t Grove GMK 4075	2001	8x6x8	43,20m + 17,00m
80 t Liebherr LTM 1080/1	1999	8x6x8	48,00m + 17,00m
90 t Faun ATF 90G-4	2009	8x8x8	51,20m + 19,00m
90 t Liebherr LTM 1090/2	1999	8x8x8	52,00m + 19,00m
100 t Terex-Demag AC 100-4	2008	8x6x8	50,00m + 19,00m
110 t Faun ATF 110G-5	2006	10x6x10	52,00m + 16,20m
120 t Faun ATF 120-5	1997	10x8x10	49,00m + 16,20m
120 t Terex-Demag AC 120	2006	10x8x10	60,00m + 17,60m
160 t Faun ATF 160G-5	2009	10x8x8	60,00m + 37,40m
180 t Grove GMK 5180	2000	10x8x10	60,00m + 38,00m
220 t Faun ATF 220G-5	2007	10x8x8	68,00m + 37,20m

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Diesel, Aux. Winch, AC



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2007 Sterling, 300 hp Cat, 20F, 40R, 8LL,
Terex 4792, 23.5 ton, 92' boom, 2 speed
winch, 21' deck



2007 Sterling, 300 hp Cat, 20F, 40R, 8LL Terex
4792, 23.5 ton, 92' boom, 2 speed winch,
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256	P+H	Omega S 15	15/18 to	4x4x4	1979
55036	Palfinger / Iveco	PK 19000	19mt-7,25 to./max. 9.90m-1580 kg	6x6	1995
58584	Krupp	KMK 2020	20/22 to	4x4x4	1994
58626	Hydrokran	Saturn 25	25/30 to	4x4x4	1993 WU
62342	Demag	AC 25	25 to	4x4x4	1999
58514	Palfinger / MAN	PK 28000 EL	3 to / 28 mt	6x4	1986
61154	PPM	ATT 335	30 to.	4x4x4	1997
62199	Faun	HK 35	35 to	6x4x2	2001
61859	Liebherr	LTM 1030/2	35 / 38,5 t	4x4x4	2001
61366	Tadano Faun	RTF 40-3	40/45 to	6x6x6	1998
61247	Sennebogen	HPC 40	40 / 44 to.	8x4x4	2008
61311	Tadano Faun	RTF 40-3	40/45 to	6x6x6	2000
61150	Liebherr	LTM 1040/1	40/45 to	6x4x6	1997
61090	Terex-Demag	AC 40	40 / 44 to.	6x6x6	2007
61376	Terex	TC 40L	40 / 44 to.	6x4x2	2008
61858	Terex-Demag	AC 40-1	40	6x6x6	2002
61248	LIEBHERR	LTF 1045-4.1	45 / 50 to.	8x4x4	2007
60050	Grove	GMK 3050	50 / 55 to	6x6x6	2001
60879	Tadano Faun	HK 50 / MAN	50 to	8x4x4	2005
61144	GROVE	GMK 3050	50 to.	6x6x6	2004
61359	Terex-Demag	AC 50-1	50 / 55 to.	6x6x6	2008
61147	Demag	AC 50	50 / 55 to	6x6x6	2002
61148	Tadano-Faun	ATF 50-3	50 / 55 to.	6x6x6	1998
61255	Tadano-Faun	ATF 50G-3	50 / 55 to.	6x6x6	2008
61301	PPM	ATT 590	50 / 55 to.	6x6x6	1996
61302	Demag	AC 155	50 / 55 to.	6x4x6	1993
61712	Liebherr	LTM 1050-3.1	50 / 55 to.	6x4x6	2008
61143	GROVE	GMK 3055	55 to.	6x6x6	2004
61385	LIEBHERR	LTM 1055	55 / 60 to.	6x6x6	2009
61776	GROVE	GMK 3055	55 to.	6x4x6	2009
61952	Tadano-Faun	RTF 60-4	60 / 70 to	8x6x8	1992
61158	Liebherr	LTM 1060-2	60 / 66 to	8x6x8	2001
62228	Liebherr	LTM 1060-2	60 to	8x6x8	2001
60276	Tadano-Faun	HK 60/Actros	60 to	8x4x4	2008
60892	Liebherr	LTM 1060-1	60/70 to	8x6x8	1994
61300	Tadano Faun	ATF 60-4	60/70 to.	8x6x8	2000
62162	Tadano-Faun	ATF 60-3	60 to	6x6x6	2006
61779	Liebherr	MK 63	63mt - 8 to. - 9 m / 1,8 to - 36 m	6x6x6	2009
61346	Tadano-Faun	RTF 65-4	65 / 75 to.	8x6x8	1994
61361	Tadano-Faun	ATF 65-4	65 / 70	8 x 6 x 8	2008
58670	Liebherr	LTM 1070	70/77 to	8x8x8	1994
58029	Grove	GMK 4070-1	70 to	8x6x8	1998
60895	Tadano Faun	ATF 70-4	70 / 75 to	8x6x8	1996
61371	Tadano-Faun	ATF 70-4	70 / 75 to.	8x8x8	2001
61384	LIEBHERR	LTM 1070-4.1	70 / 77 to.	8x4x8	2008
60440	Peiner	ABK 42-80	73 mt / 42 m-1,4 to	8x4x6	2000
58094	Grove	GMK 4075	75 to	8x6x8	2001
58576	Grove	GMK 4080	80 / 90 to	8x6x8	2001
58540	Krupp	KMK 4080	80 to	8x6x8	1994
60034	Palfinger / MB-Fahrg.	PK 85002 F	80 mt	8x4	2008
60044	Tadano Faun	RTF 80-4	80/88 to	8x6x8	1996
61155	Liebherr	LTM 1080/1	80/90 to	8x6x8	1999
60073	Tadano Faun	ATF 80-4/90-4	80 / 88 to	8x6x8	2005
61345	Liebherr	LTM 1090-2	90/99 to	8x8x8	1998
60884	Liebherr	LTM 1090-1	90/100 to	8x8x8	1994
61692	Gottwald	AMK 100-53	90 / 110 to.	10 x 6	1982
62203	Tadano-Faun	ATF 90G-4	90 to.	8x8x8	2008
61383	Liebherr	MK 80	93 mt / 42m - 1.7 to	8x6x8	2002
60685	Liebherr	MK 80	93 mt / 42m - 1.7 to	8x6x8	2005
58755	Grove	GMK 5095	100/130 to	10x8x10	2008
58557	Grove	GMK 4100-L	100/110 to	8x6x8	2009
61074	Terex-Demag	AC 100-5	100 / 110 to.	10x6x8	2008
61258	Grove	GMK 5095	100/130 to	10x6x10	2009
61374	Terex-Demag	AC 100-4	100 / 110 to.	8x6x8	2008
62260	Grove	GMK 5100	100 / 110 to.	10x4	2001
62251	Demag	AC 100	100 / 110 to.	10x6x8	2000
61202	Krupp	KMK 5110	110 / 120 to.	10x6x8	1994
61254	GROVE	GMK 5110-1	110 / 120 to.	10x6x10	2008
61313	Liebherr	MK 110	8 t/14 m - 1,8 t/52 m	10x8x10	2006
61735	Tadano-Faun	ATF 110G-5	110/130 too	10x8x8	2008
61688	Tadano-Faun	ATF 110G-5	110/130 to	10x8x8	2005
61378	Demag	AC 120-1	120	10x6x8	2009
62343	Faun	ATF 120-5	120 to	10x8x10	1997
62355	Liebherr	LTM 1120/1	120 to.	10x8x10	2000
61253	Grove	GMK 5130-2	130 / 145 to.	10x6x10	2008
61252	Grove	GMK 5130	130 / 145 to.	10x6x10	2008
61742	LIEBHERR	LR 1130	130 to.	Raupe	2003
58620	Liebherr	LTM 1160-1	160/175 to	12x8x10	1994
61261	Liebherr	LTM 1160-5.1	160 / 175 to.	10x8x10	2008
61363	Tadano-Faun	ATF 160 G-5	160 / 180 to.	10x8x8	2008
62258	Liebherr	LTM 1160/2	160 / 175 to.	10x8x10	1999
61333	Tadano Faun	ATF 160G-5	160 to	10x8x8	2005
61774	GROVE	GMK 5170	170 / 185 to.	10x8x10	2009
61737	GROVE	GMK 5200	200 / 220 to.	10x8	2004
61713	Liebherr	LTM 1200-5.1	200 / 220 to.	10x8x8	2006
61961	Demag	AC 200-1	200 to	10x8x8	2004
60080	LIEBHERR	LTM 1220/5.1	220 / 240 to.	10x8x8	2005
60074	GROVE	GMK 6220 L	220/250 to	12x8x12	2004/wu 09
62338	Tadano-Faun	ATF 220G-5	220 to	10x8x8	2007
60085	Terex-Demag	AC 250-1	250 to	12x8x10	2007
61734	Liebherr	LTM 1250-1	250 to	12x8x10	2002
61161	Liebherr	LG 1280	280 / 300 to.	16x12x12	1975
61001	Liebherr	LR 1280	300 to	Raupe / crawler	2009
60896	Liebherr	LTM 1300	300/330 to	14x8x10	1999
61091	GROVE	GMK 6300	300 / 330 to.	12x8x12	2009
62315	Liebherr	LTM 1300-1	300 to.	12x8	2003
62165	Liebherr	LTM 1300	300 to	14x8x10	1991
61733	LIEBHERR	LTM 1400-7.1	400 / 450 to.	14x8	2006
62287	Liebherr	LR 1400-2	400 / 450 to.	Raupen	2002
62316	Grove	GMK 7450	450 to.	14x6x14	2008

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30	LIEBHERR	LTM 1030.1 & 2	1996/1997/1998/2000
40	LIEBHERR	LTM 1040	1991
50	LIEBHERR	LTM 1050.1	1997/1998/1999
90	LIEBHERR	LTM 1090.2	1998/1999/2000
120	LIEBHERR	LTM 1120	1990/1994
160	LIEBHERR	LTM 1160-2	2000
225	LIEBHERR	LTM 1225	1997
300	LIEBHERR	LTM 1300	1995/2000
1200	LIEBHERR	LTM 11200.9	2009
35	FAUN	RTF 30.2	1998/1999/2000
40	FAUN	RTF 40.3	1996/2000
50	FAUN	ATF 50.3	1998/1999/2000/2001
70	FAUN	ATF 70.4	1998/1999/2000
90	FAUN	ATF 90.4	1997/1998

Cap. (T)	Manufacturer	Type	Year
30	TADANO	TR 300	1991/1997
20	TEREX	A230 & ATT 240	1993/1995
30/35	TEREX	ATT 340 / ATT 350	1995/1996/1997
35	TEREX	ATT 400	1999/2000/2001/2002
50	TEREX	ATT 600	1997/1998
80	TEREX DEMAG	AC 205	1996
120	TEREX DEMAG	AC 120	2001
200	TEREX DEMAG	AC 200	2003
500	DEMAG	AC 500.1	2000

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Liebherr	LTM 1100	2001-2002	52 + 19
Liebherr	LTM 1150	2009	66 + 19
Liebherr	LR 1100	2002-2009	47 + 44
Liebherr	LR 1130	2005-2009	47 + 43
Liebherr	LR 1160	2002-2007	46 + 43
Liebherr	LR 1200	2006-2007	62 + 59
Liebherr	LR 1280	2003	58 + 59
Liebherr	LR 1300	2007-2008	62 + 65

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200 t	Liebherr LTM 1200-5.1	2009 New!
220 t	Grove GMK 5220	2008

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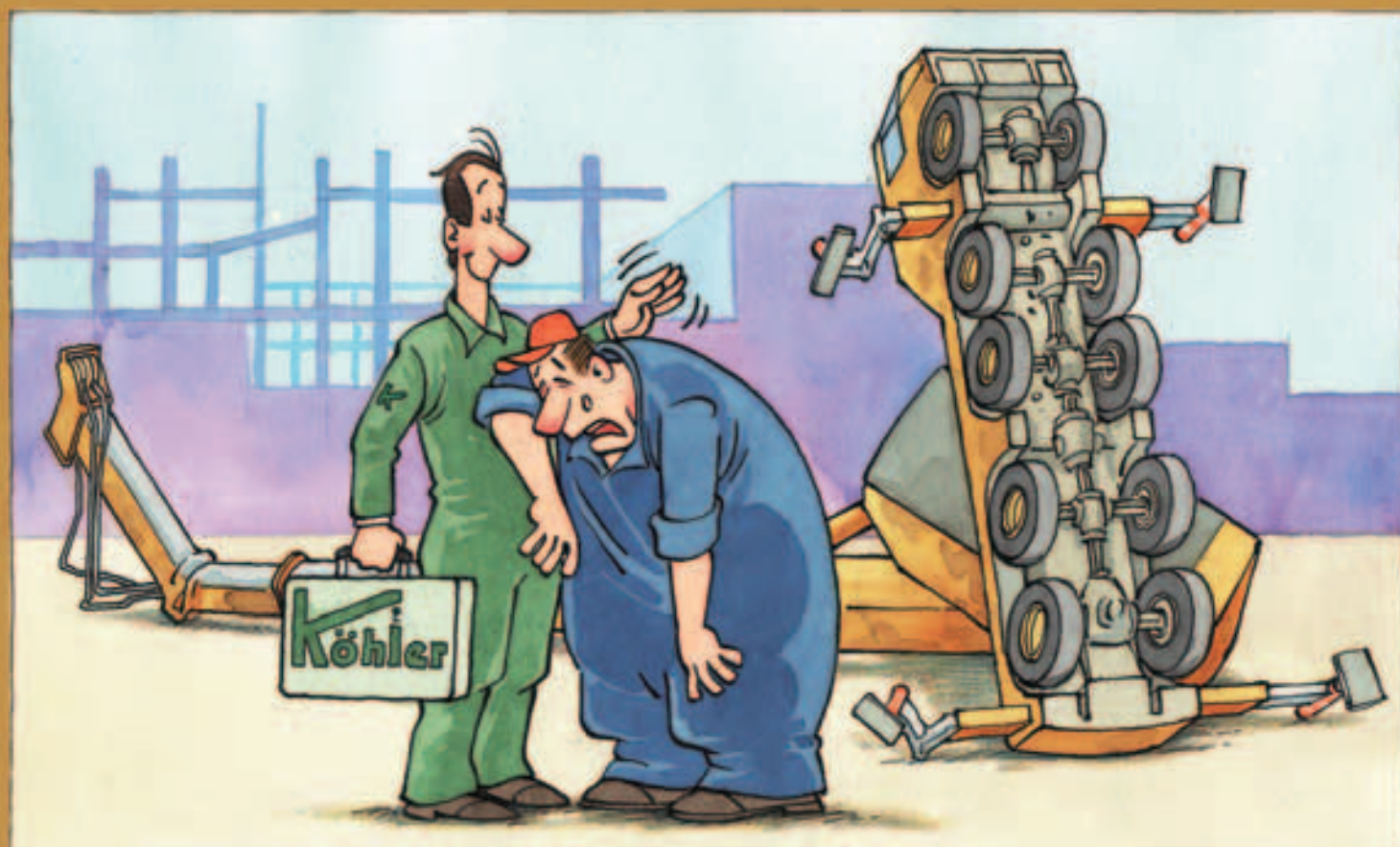
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