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AND SPECIALIZED TRANSPORT

JULY 2013
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With summer upon those of us in the Northern hemisphere perhaps there is room for a lighter topic this month. For some time I have been drawing analogies between crane manufacturers and car makers. Other than a way of combining an interest in both industries it is a potentially thought-provoking activity. To start with the idea is simply to take the name of a crane manufacturer and consider which car manufacturer you would most closely associate it with or relate it to. At first instance just do it quickly in a way that elicits your immediate response, like Word Association but confined to car and crane brands.

After that, with further consideration, things may become more definite, or not. With many aspects to consider, where to begin? How about perceived quality and market reputation. Others might be nationality of the manufacturer or geography, company history, acquisition strategy and types of product offered.

If nothing else, it could be a lunchtime discussion with colleagues and friends in the industry. Beyond a handful of manufacturers it seems likely that there will be little consensus. It is interesting to see elements of character and image and many other traits that might be presented as rationale behind choices.

Here are some suggestions: Would Liebherr be Mercedes, Tadano-Toyota? Terex Cranes might be VW Audi Group, or would it be GM or Ford? At the same time, which of these would fit Manitowoc? Both are headquartered in the USA but have strong roots in Europe. What about Link-Belt and where would you put Chrysler? Could Sennebogen be BMW or Porsche? Would Ferrari pair with its namesake? The list goes on. With Tadano would you go deeper and include Toyota's Lexus brand as Tadano Faun?

I hope that there is more mileage in this and I welcome your views and suggestions. It would be great also to get input from the manufacturers, indicating how they perceive themselves.

ALEX DAHM

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ON THE COVER



A Lampson Transi-Lift LTL-2600 heavy lift crane working at the Sanmen site for the China Nuclear Energy Industry Corporation. See the Energy sector feature on page 37 for more on this project.

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The association continues to promote international membership value, most recently at the Cranes and Transport Latin America conference in Brazil. *Tim Hillegonds* reports

MEMBER OF



HIGHLIGHTS

■ Dorman Long Technology (DLT) in the UK has been awarded a contract by China Petroleum First Construction Company (CPFCC) from Henan Province, China, for a modular jacking tower system. The MYQ5000 tower system will be used for the erection of petrochemical vessels weighing up to 5,000 tonnes and 160 metres tall. For more on this equipment see the feature starting on page 37.

■ California, USA-based Bigge Crane and Rigging has purchased 58 Manitowoc and Grove cranes in the past 12 months. Bigge's marketing manager, Ryan Parker, said the company's Manitowoc and Grove fleet is expanding "exponentially" to meet market demands for oil and natural gas industries. The order has included 36 Grove RT890Es, three Grove RT880Es, two Grove RT9150Es, one Grove RT9130E, eight Grove TMS9000Es, two Grove GMK6350s and six Manitowoc 11000-1s. Nineteen of the new units were purchased during Bauma 2013, held in Munich, Germany, earlier this year.

CECE calls for standard tower crane licence

The Committee of European Construction Equipment (CECE) has called for Europe-wide minimum training requirements for people who operate and maintain tower cranes.

The organisation, which represents and promotes the European construction equipment industry, has been working with European tower crane manufacturers. It has summarised the industry's recommendation

for a standard European Tower Cranes' Fitters Licence, and for a standard European Tower Cranes' Drivers Licence.

"Our goal is to increase safety on construction sites Europe-wide. This is why we need harmonised training of crane fitters and crane drivers", said Peter Schiefer, Wolffkran CEO and head of a section of CECE co-ordinating the interests of European tower crane manufacturers.

As stated by CECE,

"European tower crane manufacturers are calling for minimum requirements for training, followed by a final written and practical test for tower crane drivers. Minimum contents of tower crane driver training should include knowledge about national rules and regulations, general safety obligations, crane operating techniques, rigging and load carrying gear, understanding of load diagrams, stability and accident prevention as well as practical exercises driving an operational sequence.

Similar recommendations for harmonised requirements have been made for fitters of tower cranes. A full document detailing the recommendations can be downloaded from the CECE website www.cece.eu

MALTA OHSA ON CRANE SAFETY

Earlier in May, the Malta Occupational Health and Safety Authority (OHSA) and the European Agency for Safety and Health at Work organised a seminar on crane safety.

The seminar covered issues including, crane erection and examination. The seminar was held at the Grand Hotel Excelsior in Floriana, Malta.

Presentations were given by Kevin Gauci, principal officer at OHSA on the local legislation and enforcement on the operation of cranes, and Joachim Schulz, member of DGUV Expert Committee Construction Industry of Germany. Schulz delivered presentations on the safe erection of tower cranes and the examination of cranes on sites.

Dr Godfrey Farrugia, the Hon Minister for Health, closed the seminar with a speech emphasising the importance of examinations.

Crane rental and lifting specialist, Ainscough Crane Hire, UK, has added two new 150 tonne MAN tractor units to its heavy haulage fleet. The TGX 26.540 6 x 4 tractor units come with XLX cabs. They take Ainscough's fleet of MAN vehicles to 40. The units are on a seven-year Lease Finance package through MAN Financial Services. Two existing MAN units, which were due for return, have had their lease extended, the company added.

New RT from Sany

Sany America has expanded its range of rough terrain cranes with the introduction of the 85 US ton (77 metric ton) capacity Sany SRC885.

The Sany SRC885 offers a reach of up to 209.7 feet. (63.9 meters) through a five-section, full-power boom. It can achieve its rated capacity at a 10 foot (3.05 m) radius. With an overall weight of 115,880 pounds (52,562 kg), the Sany SRC885 is well sized for a variety of applications while still being easy to transport, the manufacturer said.

"The market is looking for a strong product that provides higher capacity than the more common 75- and 80-ton class machines without carrying

the price tag of a 90-ton crane," said Kyle Nape, senior vice president, Sany America Lifting Group. "We expect the SRC885 model to meet that demand and fulfill contractors' expectations."

The new SRC885 is fitted with a Cummins engine, Braden winches and hoists, a Dana transmission and Parker hydraulics.

The SRC885 achieves maneuverability and a smooth ride through 4x4 hydraulic powered steering and earthmover-style tires. To provide stability in adverse ground conditions, the SRC885 rough terrain crane features three-position outriggers that level the crane with up to 12.4



Sany's new 77 tonne capacity SRC885 rough terrain crane

inches (315 mm) of ground penetration and maximum horizontal extension of 24 feet (7.32 m).



HIGHLIGHTS

■ Wagenborg Nedlift in the Netherlands has taken delivery of a new 750 tonne capacity Liebherr LR 1750 crawler crane. The crawler has a main boom, luffing jib and derrick mast and can be configured with a super lift counterweight carrier. It will join Wagenborg Nedlift's fleet, which includes more than 150 cranes up to 750 tonnes capacity. The crawler will be used for projects in the power industry, including on petrochemical sites and offshore wind power.

■ USA-based lifting and rigging service provider Delta Rigging & Tools Inc has acquired Morgan City Rentals, a provider of offshore rental equipment and rigging supply in the Gulf of Mexico. Morgan City Rentals is headquartered in Morgan City, Louisiana. The company provides offshore rental equipment and load testing to the offshore oil and gas industry. Delta Rigging & Tools operates in Broussard and Houma. Mitch Hausman, president and CEO of Delta Rigging & Tools, said, "Once we began discussions, it was clear that combining with a growing operation like Morgan City Rentals was the best strategic move for both companies and the best way to serve our existing and new customers with expanded rigging and rental services."

Manitowoc files complaint against Sany

On 12 June Manitowoc Cranes filed a complaint with the US International Trade Commission (ITC) requesting a Section 337 investigation into cranes produced by Sany Heavy Industry and its subsidiary Sany America, writes D. Ann Shiffler, editor of *IC* sister magazine *American Cranes & Transport*.

A Section 337 investigation pertains to intellectual property rights. The complaint alleges that Sany Heavy Industry Co, Ltd Of China and Sany America, Inc, of Peachtree City, Georgia, "unlawfully import into the US, sell for importation, and/or sell within the US after importation certain crawler cranes and components thereof that infringe on one or more claims of US Patents Nos. 7,546,928 (the '928 patent) and 7,967,158 (the '158 patent) and that were designed and manufactured using Manitowoc Cranes' misappropriated trade secrets," according to the ITC 337 Law

Blog and the Association of Corporate Council Lexology web site.

Manitowoc is accusing Sany of using its technologies and patents that are trade secrets in the realm of crawler crane technology. The trade secrets at issue cover Manitowoc's variable position counterweight system used on the Manitowoc Model 31000.

The complaint refers to the Sany SCC8500 model, the use of patents and trade secrets also refer to John Lanning, a former Manitowoc employee who now designs cranes for Sany. Manitowoc requested that the ITC issue permanent exclusion and orders on Sany to destroy all crawler cranes and related moulds and tooling. The complaint also requests that Sany releases documents relating to the trade secrets.

Sany issued a statement, "Sany is proud of its industry-leading crane designs and the heavy equipment products and solutions we provide for our



customers. The Sany SCC8500 crawler crane was developed from start to finish by Sany engineers, using our own ideas and our own technological innovations. We categorically reject the claims made by Manitowoc and stand fully behind our market-leading products.

Sany will respond actively to this legal action through appropriate legal measures to protect our own intellectual property. We will continue to bring innovations to market, and offer choices for our customers in North America and around the world."

Manitowoc declined to make a comment at the time of

Terex lowers profit forecast

Terex has lowered its profit forecasts for the year following a softening in demand at its Construction, Material Handling & Port Solutions

(MHPS) and, to a lesser extent, Cranes divisions.

Earnings per share are now expected to be in the US\$1.90 to \$2.10 range compared to the previous \$2.40 to \$2.70 guidance.

Terex said it did not see the softening as evidence of a protracted slowdown, and it reported continued positive replacement demand for Aerial Work Platform products and a solid performance for the Materials Processing segment. The sales at these divisions will not offset the softening at the other businesses.

"The level of sales growth has softened overall for Terex when compared with the increases we originally anticipated for 2013," said Ron

DeFeo, Terex chairman and CEO.

"Fundamentally, North America continues to improve", continued DeFeo, "but now at a slower pace, while Europe remains challenging overall, and the markets in the rest of the world are mixed.

"We remain generally on track with the operating changes underway, including the cost reduction initiatives in our MHPS and Cranes businesses, as well as the divestiture of underperforming businesses in our Construction segment. We continue to expect that the second half of 2013 will show improved results when compared with 2012", Ron DeFeo continued.



SPMT milestone for Kamag and Sarens

The Sarens Group, based in Wolvenstem, Belgium, has taken delivery of the 1,000th unit of Kamag K24 axle line. The transporter was handed over to Sarens at an event on Thursday 27 June 2013 in Belgium.

Ludo Sarens, Sarens president of the board, said,

“Having reliable vehicles at our disposal is the most important thing as we have to rely 100 % on our equipment. Those who want to be at the forefront of our business cannot afford to have any breakdowns or malfunctions; therefore, we continue to

strengthen our fleet with Kamag modular transporters.”

The K24 is 2,430 mm wide and is suitable for worldwide operation. It has a hydrostatic drive for precise control and electronic all-wheel steering. The transporter can be used for moving large industrial installations, transportation of complete bridges and other large components, the company said. It will add to the Sarens fleet of modular transporters.

Kamag Transporttechnik is part of the TII Group in Germany that includes specialized transport equipment manufacturers Scheuerle and Nicolas.



HIGHLIGHT

■ Morrow in North America, distributor of Liebherr tower cranes, has introduced the 542 HC-L 18/36 Litronic luffing tower crane to its fleet for the USA and Canada. The 542 HC-L has a capacity of 17.9 tonnes on one fall of rope and 36 tonnes in double fall. Hoisting is powered by a 160 kW winch with variable frequency drive. The tower crane will be available for sale or lease.

BERARD MOVES US\$ 440 MILLION

US heavy haulage specialist Berard Transportation has transported a warship costing US\$ 440 million for the US Navy.

The vessel, the *USS Coronado*, was moved using transport equipment from Goldhofer Aktiengesellschaft of Memmingen, Germany. For the project Goldhofer PST/ES-E and PST/SL-E heavy duty modules with multi-way steering were chosen. In total, 104 axle lines were used to move the vessel.

To move the vessel, the 2,800 US ton (2,540 tonne) navy ship was loaded onto Goldhofer's self-propelled PST/SL-E modules in the Alabama shipyard, which belongs to Australian shipbuilder Austal. For the second phase of the project, the vessel, which measures 127 metres long and 30 m wide, was transferred to a floating dock so it could be moved to a dry dock further downstream. Here the Goldhofer axle lines were used to move the vessel into the dock.

Steil Kranarbeiten gets first Terex Superlift 3800 crawler

Heavy lift and haulage service provider Steil Kranarbeiten, Trier, Germany, has taken delivery of the first Terex Superlift 3800 lattice boom crawler crane.

The crane was picked up by Steil Kranarbeiten general manager Birgit Steil, Reinhard Kiebel, workshop manager, René Perlich, team leader heavy cranes and Karl Trippel, technical director, from the Terex Zweibrücken facility. It was ordered with 159 metre main boom and 12 m jib for LSL and LF configuration.

The 650 tonne capacity Superlift 3800 has a maximum load moment of 8,426 tonne-metres. Its maximum capacity is 650 tonnes, out to a radius of 12 m. It has been designed for worldwide transportation and reduced erection time. The crawler can be delivered with a wind kit and is capable of installing wind turbines 117 m tall. It includes the Terex fall protection system and



Birgit Steil receives her new Terex Superlift 3800 in Zweibrücken from François Truffier, vice president and general manager Terex Cranes

conforms to both the European norm EN 13000 and the US standard ASME B30.5.

Speaking on the Superlift 3800, Birgit Steil said, “The crane's design as a whole was what ultimately led to our decision – with a design optimised for transportation and its powerful performance characteristics, this new machine will allow us to tap into a variety of new industrial and wind power potentials.”

The Superlift 3800 crawler

crane went straight to Gödenroth where it was set up for work on a wind farm.

Safe and reliable transportation on land: the *USS Coronado* on Goldhofer PST/ES-E and PST/SL-E heavy-duty modules



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Phil Patching
PP Engineering, UK

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New 600 and 900 tonne Huisman offshore cranes

Huisman, a specialist in lifting, drilling and subsea solutions based in the Netherlands, has introduced a new series of large offshore cranes. The new 600 and 900 tonne capacity AHC subsea crane models, are based on the 200/400 tonne offshore mast crane design.

The main hoist of the new cranes will be outfitted with

either a 300 or 450 tonne traction winch. A storage winch will be located in the hold of the vessel to keep the centre of gravity as low as possible. This winch can either store 200, 400 or 600 metres of wire rope. Heave compensation on the main hoist is achieved by using a combined active and passive system, a company

spokesperson added.

Huisman has already received two orders for the new models. DOF Subsea, Norway, has ordered a 900 tonne AHC subsea crane for the VARD (formerly STX OSV) shipyard in Norway. A second order, made by Subsea 7, was for a 600 tonne AHC subsea crane.

Unique Manitowoc crawler cranes for Saipem in Italy

Saipem, an Italian energy contractor specialising in the oil and gas industry, has ordered four new crawlers from the Manitowoc Lift Solutions team.

The crawlers will be customised to work in remote areas, both onshore and off, and in deep water seas. The new cranes include two Manitowoc 14000s, a 777 and a 999.

Customisations include adding an hydraulic tagline winch to aid load handling stability in offshore lifting applications; personnel-handling winch and two-shaft upper boom point; salt water protection, including a zinc-based primer; custom lights and an emergency backup hydraulic power that can swing, hoist and lower all winches, and can also lift and lower the boom in case of engine failure.

All equipment and upgrades have been designed with RINA (Registro Navale Italiano) certification in mind, the company said.

Dustin Soerens, product support specialist at Manitowoc, said, "On a large-scale, highly technical customer request such as this, open communication is a must. Both Saipem and Manitowoc did a



The crawlers will be customised to work in remote areas, both onshore and off, and in deep-water seas, the company said

great job in forming detailed plans early on in the project to ensure the final product met Saipem's expectations. This project was a vivid example of the attention to customer demands and dedication to custom project accuracy that Lift Solutions was established to meet."

Production began in June 2012 and the cranes were inspected by Saipem ATCO mobile cranes superintendent Andrea D'Ostilio in November and December before delivery. Saipem is a subsidiary of oil conglomerate Eni.

HIGHLIGHTS

■ Crane and transport company S&B Schwertrans based in Gifhorn, Germany, has added a Liebherr LTM 1200-5.1 mobile crane to its fleet. The wheeled telescopic crane has a 200 tonne capacity and a 72 metre boom. It also has Liebherr's LICCON control system. The crane will be used on industrial projects.

■ Liebherr Container Cranes, Ireland has begun work on a €50 million (US\$ 66 million) expansion project at its plant in Killarney, Ireland. The new 16,400 square metre production hall will include state of the art equipment, the company said. Already installed are a CNC boring and milling machine, which works from 3D design tools, allowing the largest parts of a Liebherr crane to be machined in a single set up, and an IGM welding robot. Pat O'Leary, Liebherr Container Cranes managing director, said, "This is an exciting time at Liebherr. Demand for our container handling products continues to increase. Liebherr cranes are renowned for quality and, therefore, each step of the production process has checks in place. The result is quality cranes that are built to last."

RITCHIE BROS SELLS LARGEST ALL TERRAIN

A Terex Demag AC 700 all terrain crane sold at a Ritchie Bros auction in Spain for €2,500,000 (US\$ 3,320,500). The two-day unreserved public auction was held on 6 and 7 June in Moncofa and Ocaña. The successful bidder, who comes from the province of Alava in northern Spain, participated in person at the Ocaña auction site on the second day of the auction. In addition to the AC 700, more than 3,100 heavy equipment items, including 30 all terrain cranes were sold. More than 1,690 people from 76 countries registered to bid at the auction.



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Chinese impact

After a strong rally in the first part of the year and some unexpected highs being hit, the world's stock markets fell back in June. A downturn like this after a strong surge is an inevitable part of the cycle, as investors elect to take their profits from the market.

The mildest downturn was seen for the Dow, which lost only 1.77 % of its value between weeks 21 and 26. This saw it close out the month of June above the 15,000-point mark, although there were points in the previous weeks when it had fallen below this benchmark.

More striking have been the 6.77 % fall in the FTSE 100 over the same period and 6.40 % drop in the Nikkei 225. Having said that, the FTSE finished June some 12.07 % higher than it was 12 months before and the Nikkei has risen a remarkable 51.91 % on the back of a weak currency to boost exports and the boost to the domestic economy from 'Abenomics'.

Crane crash

The downturn in crane manufacturers' shares, however, has been much more pronounced. *IC's* share Index fell 19.56 % over the same five week period and is more than 22 % lower than a year ago.

The key driver for this nose-dive were concerns over the Chinese Government's plans to tighten credit. The announcement from China's central bank that the era of cheap credit was over was

enough to drive Chinese stock markets to their lowest levels for more than four years.

Unsurprisingly, this pulled down share prices among many all of the Chinese crane manufacturers. Most heavily hit was Yongmao, which fell nearly 30 %, but no Chinese manufacturers escaped with less than a 29 % decline.

Sudden impact

What's more the impact of this news was felt throughout the global crane industry. Every manufacturer that makes up the *IC* Share Index saw its share price fall between weeks 21 and 26, and all except Tadano were hit with a double-digit drop.

This took the *IC* Share Index to 54.24 points, the lowest in its history, since being launched at the start of 2011.

Clearly the news from China rattled the nerves of investors around the world, and as one might expect, any government or bank measure that makes credit harder to come by is going to hit a capital goods sector like cranes.

It remains to be seen how the situation in China plays out. Optimists would point to the government's strong track record in managing its economy over the last decade or more but, realistically, the markets are in uncharted territories. ■

June saw the global stock markets come off the boil, but the prospect of a credit crunch in China sent *IC's* Share Index into a nose-dive. CHRIS SLEIGHT reports

JULY IC SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	CHANGE	% CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
<i>IC</i> Share Index*		67.43	54.24	-13.19	-19.56	69.56	-22.03
Legacy <i>IC</i> Share Index**		366.89	309.15	-57.74	-15.74	253.21	22.09
Dow Jones Industrial Average		15295	15024	-270.01	-1.77	12880.09	16.65
FTSE 100		6697	6243	-453.64	-6.77	5571.15	12.07
Nikkei 225		14612	13677	-935.13	-6.40	9003.48	51.91
Hitachi Construction Machinery	YEN	2592	2038	-554	-21.37	1462	39.40
KCI Konecranes	€	27.02	22.67	-4.35	-16.10	20.93	8.31
Kobe Steel	YEN	156	122	-34	-21.79	97	25.77
Liugong	CNY	8.42	6.50	-1.92	-22.80	12.31	-47.20
Manitowoc	US\$	20.00	17.99	-2.01	-10.05	11.70	53.76
Palfinger	€	24.30	21.75	-2.55	-10.49	17.66	23.19
Sany Heavy Industry	CNY	9.49	7.49	-2.00	-21.07	13.86	-45.96
Tadano	YEN	1295	1277	-18	-1.39	582	119.42
Terex	US\$	34.01	26.93	-7.08	-20.82	17.83	51.04
XCMG	CNY	10.53	7.79	-2.74	-26.02	14.30	-45.52
Yongmao Holding	SGD	0.16	0.11	-0.05	-29.94	0.10	6.80
Zoomlion	CNY	7.29	5.39	-1.90	-26.06	10.18	-47.05

**IC* Share Index, 1 Jan 2011 = 100

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

EXCHANGE RATES - US\$

CURRENCY	VALUE AT START	VALUE AT END	CHANGE	% CHANGE	VALUE 12 MTHS AGO	12 MTH % CHANGE
CNY	6.131405	6.169935	0.0385	0.63	6.35512	-2.91
€	0.6624	0.6550	-0.0075	-1.12	0.6408	2.21
Yen	101.67	98.76	-2.92	-2.87	79.53	24.17
UK£	0.7720	0.7654	-0.0067	-0.87	0.7943	-3.64

Period: Week 21 - 26

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Extension: 5,4 - 37,2 m
Max. hook height with extension: 100 m

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405 kW (551 PS) / 129 kW (175 PS)
Transmission: ZF-AS-Tronic
Drive: 10 x 8 x 10

Dimensions: Length: 15,13 m
Width: 3,0 m
Height: 3,99 m
Transportation weight: 60 t

Design choice

Using one engine instead of two is a growing trend in all terrain cranes. LAURA HATTON finds out more about this and other AT developments

Traditionally it has been typical for all terrain cranes above a certain capacity to have two engines; a large one in the carrier for road travel and another smaller one in the slewing upper structure to power the crane. A growing trend however is to use one engine to power everything instead of two.

There are pros and cons to each concept, either of having a one or two engine design. Arndt Jahns, product manager, all terrain cranes at Terex, says, "To have only one engine means you optimise space, maintenance and you save costs. Having one engine also overcomes issues from the effect of the Tier 4 Final regulations, where there is less physical space to accommodate the components."

Further arguments for the one engine



The new LTM 1300-6.2 is claimed by manufacturer Liebherr as the most powerful 300 tonne wheeled mobile crane in the market



XCMG 1,200 tonne capacity QAY1200 all terrain crane working on the Carp Hill wind power worksite in Fuqing City in the West Coast Strait Economic Zone of Fujian Province, China

design are presented by crane manufacturer Liebherr, which says that when it comes to replacing an engine, it is easier and cheaper to replace one instead of two. In addition, weight saved from removing the second engine can be used to get extra capacity, boom length or counterweight, Liebherr says.

The weight saving potential, however, may be less than it first appears. Thomas Schramm, general manager at Tadano Faun, says, "When you have a single engine you have to transport energy either through mechanical or hydraulic connections to the point of use. These additional components, including extra oil coolers, piping or prop shafts and gearboxes, add weight, but they are necessary to transfer the power from the carrier to the upper structure. In addition, these parts will need to be maintained or replaced after some time. So the weight saving to a large extent is cancelled out by these additional components you have to install."

Additional positives cited for a two engine design approach include lower running costs and less maintenance. "A large, single engine that is operating all the time will require maintenance at a shorter interval compared to two engines, which only run for half the time," said Schramm.

"Secondly, a smaller engine normally uses less fuel compared to a bigger engine. As a rough calculation, a two engine design can save up to 3 litres of fuel per hour. Multiply this by 1,500 hours and end users can save 4,500 litres per year. With a litre of fuel priced at Euro €1.50, potential savings could be Euro €6,200 a year. Over ten years there is a potential saving of around Euro €60,000."

New models

The one engine design concept has been adopted by crane manufacture Liebherr on its new 300 tonne capacity LTM 1300-6.2. The new crane, a replacement for the LTM 1250, was introduced at Bauma 2013. Instead of the twin engine concept normally used on cranes in this class, the LTM 1300-6.2 is powered by a single engine with a mechanical shaft drive for the upper. Wolfgang Beringer, spokesman at Liebherr-Werk Ehingen, explains the design, "Drive shafts are routed from the distributor gear in the substructure via two bevel gears up through the centre of the slewing ring to the hydraulic pump distributor gear in the superstructure. The mechanical shaft ensures a particularly high efficiency. Low engine speeds in the chassis engine >



A GMK6300L and a Grove RT on a downtown Chicago site. The GMK6300L is erecting a Potain tower crane

The Zoomlion QAY260 all terrain crane



provides sufficient power for crane work. This ensures the economy of the new concept in terms of fuel consumption."

Aside from its mechanical layout, the LTM 1300-6.2 has a 78 metre telescopic boom and the ECOmode system, which enables the pump drive to be disconnected automatically when the engine is idling (for more information on Ecomode, see *IC* June 2013, page 31).

A single engine concept from Manitowoc is adopted in the Grove GMK6400. Astrid Hager-Guthrie,

Manitowoc global product director, all terrain cranes, explains, "Our latest all terrain crane model with the single engine concept is the six-axle GMK6400. It is a 400 tonne machine with a 60 m main boom and a 79 m luffing jib." The GMK6400, shown production ready at Bauma 2013, has the MegaWingLift capacity enhancing attachment. It's a boom suspension device which can increase load chart capacity from 38 tonnes at 60 m by almost 70 % to 64 tonnes at the same height.

Another feature on the crane is the hybrid drive, MegaDrive, a system of normal driven axles on axles 1 and 2 and the addition of hydrostatic drive on axles 4 and 5. The hydrostatic drive is activated at speeds of 20 km/h or lower and allows precise manoeuvring and exact placement in areas with difficult surfaces, a company spokesperson says. Above 20 km/h the conventional mechanically driven axles take over.

Worldwide operation

Terex has also recently introduced another single engine all terrain to the market, the Explorer 5800. The all terrain falls in the middle category of all terrains (230 tonnes capacity class) and, according to the manufacturer, because of its one engine design, it addresses a number of problems. The Explorer 5800 is also compliant with many traffic regulations worldwide. It is a prototype and undergoing testing, ready for delivery in the first quarter of 2014. The 1,000 tonne capacity class Terex AC 1000 is also a one engine crane.

Crane manufacturer Tadano Faun continues to follow the two engine principle, using Mercedes Benz BlueTec engines. Recently introduced with this design is the ATF 180G-5. The all terrain has a capacity of 180 tonnes and a maximum boom length of 60 m, with an additional extension of 37.2 m. Power comes from a Mercedes Benz (Euromot III B, EPA Tier 4i) 405 kW and a smaller 129 kW engine in the upper for crane

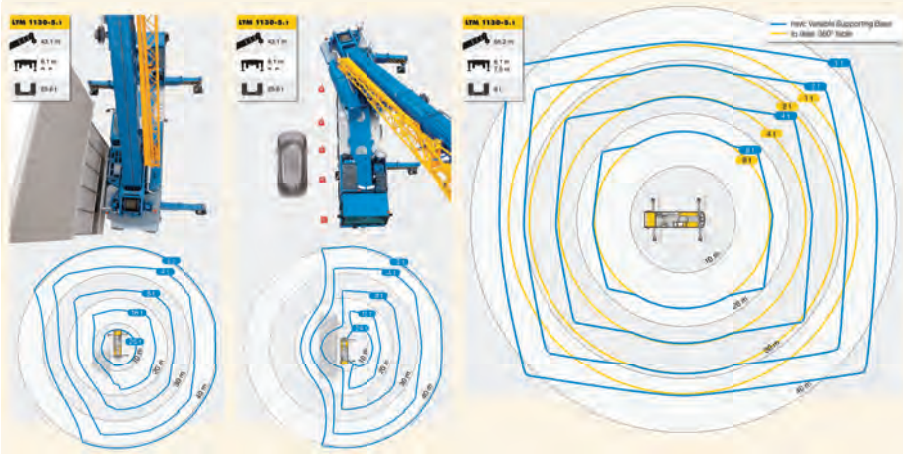
VARIABLE SUPPORTING BASE

Working on sites often means difficult, constricted conditions and it is often not possible to equally extend all the outrigger supports. To overcome this issue, Liebherr has developed a system which enables individual crane supports to be extended to any spread length. This results in safe operation of the crane. The process is part of the Liebherr LICCON control system, and is called the Variable Supporting Base. The system works by measuring the extension length and support force of every support; the control system then calculates the maximum lifting capacities for the situation.

"The system means that for the first time it is possible to work safely with any support base," says a spokesperson from Liebherr. "Furthermore, accidents caused by incorrect operation can be avoided both during the setup process and when handling loads."

The Variable Supporting Base ensures higher lifting capacities and a larger working range, even with a maximum support base, the company says. The largest increases are made in the operating ranges directly above the supports. The Variable Supporting Base system also makes improvements over the 360 degrees lifting capacity tables for hoisting to the front and rear.

"When the crane is used with part ballast the increase in lifting capacity and the extension of the radius is even more pronounced with the new system than with full ballast. This means less ballast transport is needed for many crane jobs," a company spokesperson adds.



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The LTM 1060-3.1 is a new addition to the Liebherr 3-axle product range and has a 48 metre boom

operation. Transport weight is 60 tonnes, with a 12 tonne axle load including 13.2 m boom extension and 25 tonne hook block.

One of the biggest design advantages of an all terrain is flexibility, being able to drive on public roads and off-road on site. The 3-axle Liebherr 60 tonne LTM 1060-3.1 is also designed to meet demands for roadability. It has a total weight of 36 tonnes and includes 5.5 tonnes of counterweight, 48 m telescopic boom and 16 m folding jib; hoist heights are up to 63 m and radii is up to 48 m when used with folding jib. "To offer the widest range of driving conditions, in particular at an axle load of 12 tonnes, a special ballast plate configuration has been implemented in the design," says Beringer. "Depending on the crane equipment and the required vehicle payload, the ballast carried may be 3.7 tonnes, 4.3 tonnes, 4.9 tonnes or 5.5 tonnes." For countries without the 12 tonne axle load restriction, the LTM 1060-3.1 drives at approximately 15 tonnes per axle with maximum ballast of 12.8 tonnes.

Being able to work in small and restricted spaces on job sites is another factor that manufacturers are taking into consideration. The new Grove GMK3060, for example, has a 43 m boom on a 3-axle carrier, and has been designed for lifting jobs in tight locations. It is an upgraded version of the GMK3055 and has an additional 2 tonnes of counterweight.

A recent introduction from manufacturer XCMG in China is the QAY1200. The 1,200 tonne capacity 9-axle AT crane has a twin engine design and an 8-section telescopic boom. It has 5-axle drive and all-wheel steering. A Grove GMK6400 working in The Netherlands, rigged with Mega Wing Lift capacity enhancing attachment and luffing jib



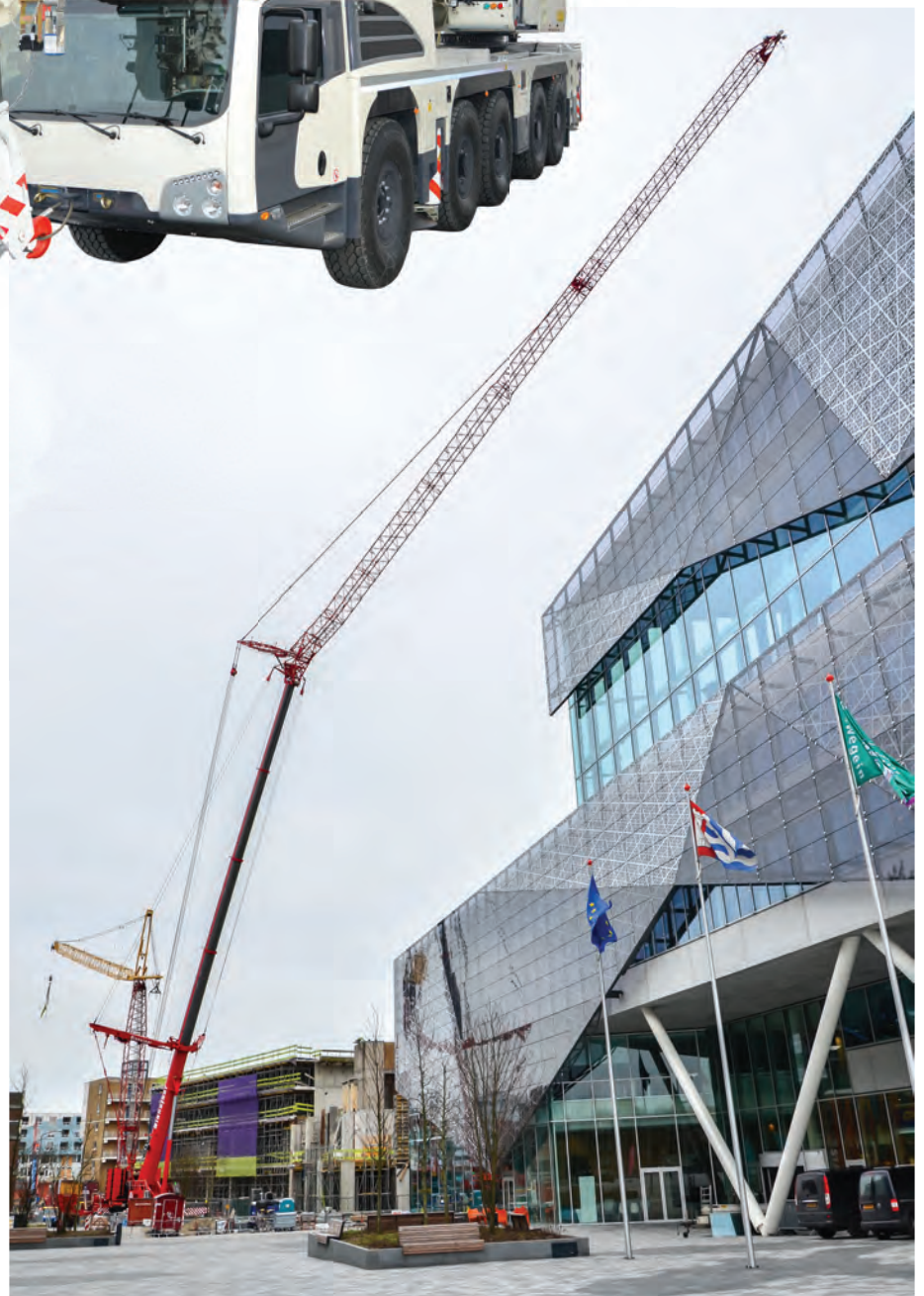
The new Terex Explorer 5800 in the 200 tonne capacity class

"The QAY1200 can be widely adopted in lifting installation operations in energy, transportation, petrochemical and other major projects," a spokesperson from XCMG says. In addition, the crane can self-disassemble its boom and counterweight.

Also new from China is the Zoomlion QAY260. More details will be reported when available.

Looking ahead

Looking further ahead in the development of all terrains, manufactures are focusing on emissions legislation. "While this process is continuing to demand a lot of engineering hours, we are looking at other new features and will bring these in where it makes sense," adds Astrid Hager-Guthrie at Manitowoc. In addition, as wind and nuclear power projects continue to be developed, especially in China, it is expected that in the next five years higher-tonnage all terrain cranes will also be developed.



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Max. gradeability: 75%

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Boom and jib: 58.5m
Max. lifting capacity: 55T
Span of outriggers: 7.2×7.2m
Max. speed: 40km/h
Max. gradeability: 75%

SRC350

Main boom: 31.5m
Boom and jib: 45.2m
Max. lifting capacity: 35T
Span of outriggers: 6.15×6.15m
Max. speed: 40km/h
Max. gradeability: 75%

SRC550

Main boom: 34.5m
Boom and jib: 50.9m
Max. lifting capacity: 55T
Span of outriggers: 7.2×7.2m
Max. speed: 40km/h
Max. gradeability: 75%

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Liebherr tower cranes at the Costanera Center, Santiago de Chile

Latin America's good growth rate is encouraging crane manufacturers and service providers to invest in the region. LAURA HATTON finds out more

Much of Latin America has seen a rise in infrastructure projects in the last 12 months. Brazil, for example, has been undergoing reconstruction and expansion work in preparation for the 2014 World Cup and the 2016 Olympics in São Paulo. Elsewhere, mining, oil and petrochemical developments are also increasing, with project hot spots in Peru, Chile and Argentina.

Companies are benefiting from this growth. Lifting and transport provider Tradelossa, for example, has been able to invest in its fleet and services due to the increased work. Other areas that are benefitting are transport links, especially

road infrastructure. Link-Belt's Corey Rogers, regional sales manager for Latin America, explains, "As roads improve in the area it becomes easier to move about. A result of this has been that more

companies are entering the crane rental market. For us this has been a positive boost for our hydraulic truck cranes, which are more conducive to short term jobs and long distance travel." >

Building for the future



Work being carried out at the Grove EnCore refurbishment facility

A Hiab model XS 622 E-8 HiPro in Chile. The crane is owned by Gruas Cor



A Link-Belt 120 mt RTC-80130 Series II is unloaded at Civilia SA in Bogotá, Colombia

Business and facilities

This large scale investment into Latin America has resulted in a surge of facilities opening across the region. Heavy haul and lift company Roll-Lift, for example, is looking to expand its presence with potential offices in Venezuela and other Latin American countries.

Hiab has also seen similar growth, as a company spokesperson explains, "The volume of Hiab loader cranes is growing



The new Liebherr sales and service centre in Miami, USA

significantly every year and is a substantial part of our global business. In Chile, Argentina and Mexico we have several branches with sales, marketing, service and parts."

Liebherr-Werk Ehingen makes 10 % of its total turnover in Latin America. "We have sales and service subsidiaries in Guaratinguetá, Brazil, Santiago, Chile and Mexico," a spokesperson says. "The newest is the Liebherr Mexico subsidiary, which is responsible for sales, service and spare parts of Liebherr mobile cranes in Mexico and other countries of Central America." Liebherr also has a mobile crane division in Buenos Aires, for sales and services in Argentina and Uruguay. Further afield, a new sales and service centre in Miami, USA, will accommodate Liebherr's maritime cranes division and business relations to Central and South America. The new facility is in Hialeah Gardens, Okeechobee, USA.

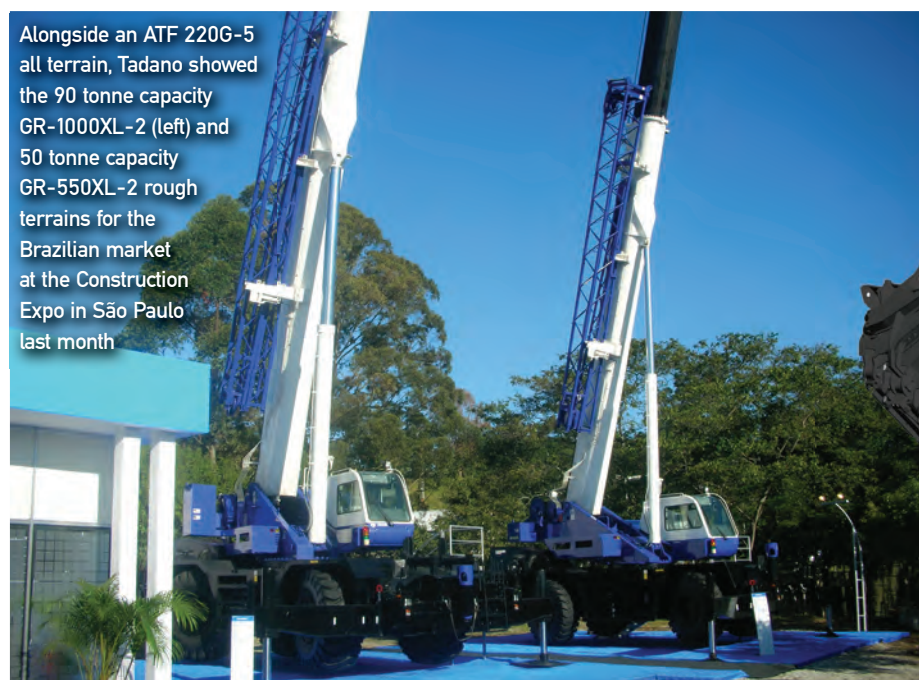
Link-Belt has distributors across

Latin America, including BMC in Brazil, MADISA in Mexico, Mercóvil in Colombia (with five dealer offices in Barranquilla, Bogotá, Cali, Medellín and Yopal), Paramount Gruas in Chile and Argentina and Cardoze and Lindo in Panama. "In Brazil, Mexico and Colombia projected growth for each of these countries for 2013 is at 3.5 % or better and is 4.5 % for Colombia," Rogers adds.

Also based in Brazil is the new Manitowoc EnCore facility in Passo Fundo, which focuses on refurbishing damaged cranes. Crane manufacturer Terex also has a new spare parts warehouse in São Paulo, Brazil and distributors in Argentina and Peru. In addition, following the purchase of Demag Cranes AG, Terex is also training service staff to cover all Brazilian states.

Meanwhile, XCMG has a manufacturing base in Brazil, which is about to receive a US\$200 million investment for production, sales network and training. "XCMG in São Paulo will become a centre for sales, spare parts and services for Brazil and the whole of Latin America," a spokesperson from XCMG adds.

Crane manufacturer Zoomlion, which in 2012 received 15% of its export business from Latin America, has plans to open a new factory in this area in the next two



Alongside an ATF 220G-5 all terrain, Tadano showed the 90 tonne capacity GR-1000XL-2 (left) and 50 tonne capacity GR-550XL-2 rough terrains for the Brazilian market at the Construction Expo in São Paulo last month



A Palfinger PK 63002-EH



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years. The company has dealers in most countries of Latin America, with the group head office and service centre in São Paulo, Brazil. "We are working together with our dealers as our service station which covers most local customers," a company spokesperson explained.

The Latin American market also represents around 15 % of business for Palfinger. Hannes Hemetsberger at knuckle boom crane manufacturer Palfinger, explains, "Two agreements gives us support to increase our revenues, one in the Mercosul which permits countries like Chile and Argentina to import from Brazil without import duty, the second one is an agreement of Andina countries (Chile, Peru, Ecuador) with Europe, which also permits this benefit when purchasing cranes from Europe."

Meeting demands

As the number of crane companies entering the market increases, so too does the competition. A result is that crane manufacturers and rental companies are adjusting their cranes and services to suit customer needs. "Regarding construction, the main competitors are the telescopic cranes," said Hemetsberger. To compete, Palfinger introduced in Brazil the models PK 63002-EH, PK 76002-EH and PK 88002-EH and PK 100002. "The cranes have higher efficiency and agility due to the fly jib," Hemetsberger adds.

All terrains have also been a popular choice in Latin America and are a best seller for Liebherr, especially models in the 70 tonne to 100 tonne, 130 tonne and 220 tonne range. "The main applications for these models are petrochemical plants and mines," a spokesperson from Liebherr adds.

This trend is also true for Link-Belt, which offers a range of cranes to customers in Latin America, including telescopic crawler cranes and six-wheel hydrostatic rough terrain cranes. As Corey Rogers explains, "The majority of sales are from Brazil, mostly in the 50 to 80 metric tonne range. Here they are being used in ports

Comansa LC 400 at work on the Maracana stadium, Brazil



as more goods are being transported into the country." Link-Belt also introduced the RTC-80110 Series II and RTC-80130 Series II to the market. "They have long reach, low height and pick and carry capacities," Rogers explains, "They are also easy to transport and have added features like anemometers to measure wind speed."

Terex also introduced a rough terrain crane for the Latin American market, the Progress 55. The Progress 55 rough terrain crane is the same as the RT555, which is available in the USA and Europe, and is produced at the Terex plant in Cachoeirinha, Rio Grande do Sul, Brazil.

Heavy lift provider Roll-Lift, which has been operating 80 tonne rough terrains throughout the Latin American region, sees the popularity of rough terrains continuing. "We believe the market is showing a preference for crawler cranes from 100 to 400 tonnes, rough terrains cranes up to 100 tonnes and telescopic cranes between 80 and 200 tonnes," a spokesperson from Roll-Lift said.

Following these popularity trends, XCMG exhibited the 70 tonne capacity RT70E rough terrain crane and the 3-axle QY75KN, a truck crane with all terrain features, at Construction Expo 2013, held at the Imigrantes Convention Center in São Paulo, Brazil in June.

From Zoomlion 30 tonne and 70 tonne



SPMT from Roll-Lift at one of the largest pulp and paper manufacture in Latin America



Roll-Lift working on the Montes Del Plata project with Andritz Pulp & Paper a Finnish company in Uruguay

capacity truck cranes are popular in Brazil. "In Chile, there are a lot of middle heavy tonne requests, from 90 tonnes to 150 tonnes. For other states in Latin America, Zoomlion mainly supplies 30 tonne capacity cranes," a company spokesperson adds. Ranging from 30 to 220 tonne capacity, Zoomlion have developed the ZMC75 truck crane, which was launched in Brazil. "It has already taken a big market share," a company spokesperson said, "and several other cranes are already being developed for the Latin American market."

In the tower crane market in Latin America, Liebherr-Werk Biberach has developed the 85 EC-B 5b flat-top crane, which has a capacity of 5 tonnes and maximum radius of 50 metres. The crane



XCMG has developed its QY75KN telescopic crane for the Brazilian market. It is a truck crane that includes features usually found on an all terrain crane

has small external dimensions at the tower of just 1.2 x 1.2 metres and a maximum hook height of 46 metres, Liebherr says. The tower crane is manufactured in Guaratinguetá, Brazil. "One of the most prominent examples of this has been the use of HC-L series luffing jib cranes working in Chile on the Costa Nera Center," said a Liebherr spokesperson, "Our 1250 HC and 630 EC-H cranes are also used in mines in Peru."

Hydraulic crane manufacturer Hiab has developed articulated loader cranes to serve the region. Hiab cranes such as the H1055-8, that have different lift and reach capabilities, are proving popular, a company spokesperson said. The loader cranes come with the Variable Stability Limit (VSL) system, a function for handling loads safely. This improves safe operation of the crane, a company spokesperson adds.

For the power segment, Roll-Lift intends to buy conventional hydraulic platform trailers. "We also have self propelled trailers (SPMT), jack and slide equipment and conventional hydraulic trailers operating in the area. In Brazil SPMTs are becoming more popular on shipyards, oil and gas, and petrochemical sites," a spokesperson says. The company also offers motion compensated cranes on barges for deep water and shallow water use from Dutch sister company Barge Master, a

A Terex RT555 Progress



spokesperson from Roll-Lift adds.

Crane and transport company Tradelossa, which focuses on project cargo and super loads in Mexico, have found the European type of modular hydraulic trailer is the most common. "For super loads we also use a lot of US and Mexican types of low beds for midsize cargos," a company spokesperson says.

Looking ahead

The Latin American market is forecast to continue to grow, with more infrastructure

The 70 tonne capacity RT70E rough terrain crane from China's XCMG at the Construction Expo in São Paulo, Brazil, June 2013



A Zoomlion ZMC75 truck crane



A Schnabel system from Tradelossa

projects and investments expected for the next few years. "Expectations are that the Brazilian government will publicly bid many large projects in the last semester 2013, such as the high speed bullet train, large investments in the ports, railroads extensions and highway extensions," a spokesperson from Heavy lift solutions company Roll-Lift says, "Several airports will be privatised and all of these investments will require a lot of equipment to coming years." As a spokesperson from transport company Tradeloassa says, "Right now several Latin American countries are on a good growth rate, but things do not last forever."

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SCS delivers 174 tonne press frame



Transport and heavy lift specialist SCS Heavy Lifts and Transport Group in Holland transported a press frame from Ruhr to Ginsheim in Germany.

The press frame was 10 x 6.40 x 4.84 metres and weighed 174 tonnes. The biggest components weighed 74 tonnes. SCS co-ordinated the logistics and assembly of the press frame, including its components. It was transported and delivered in one piece.

For the first stage of the project, the press-frame was transported by road from its production location to a local harbour. It was moved on a Goldhofer 20 axle modular

trailer, which was pulled by an MAN 4 x 3 truck. On arrival at the harbour, the cargo and its components were transferred onto an inland vessel with a 200 tonne capacity harbour crane and a Terex CC 2200 crawler crane. The two cranes worked in collaboration to lift and position the press frame on the inland vessel.

Once positioned securely in place, the frame was shipped to a harbour in Ginsheim. On arrival the press frame and its components were lifted out of the vessel by a Terex CC 2600 crawler crane onto a 20-axle Scheuerle modular trailer. The smaller press component

was moved onto an 8-axle Noteboom trailer. The tractors used were MAN 4 x 3 units.

For the final stage of the journey, the cargo was transported by road to its final location at a car parts manufacturer in Ginsheim. SCS used an hydraulic telescopic lifting gantry, with 1,100 tonnes lifting capacity, and a 600 tonne capacity skidding system to offload and position the press frame and its components on the prepared foundation.

The project ran from December 2012 through until April 2013. During this time SCS assisted in assembling the entire press on the construction site in Ginsheim.



MILESTONE FERRY MAKES WASHINGTON JOURNEY

Omega Morgan, a provider of lifting, rigging and transport solutions, has transported a ferry from Oregon to eastern Washington in the USA.

The load weighed 136 tonnes, was 160 feet (49 metres) long, 22 feet (6.7 m) wide and 16 feet (4.9 m) tall. The ferry, named the *Sanpoil*, will replace the *Martha S*, which has been in service for 65 years, making 30 to 35 crossings a day across Lake Roosevelt in Eastern Washington.

The ferry was built by Foss Maritime Co in Rainier, Oregon. It consists of nine pieces – the main hull and eight additional loads. The convoy included four pilot cars and the ferry arrived on Wednesday 13 March. Assembly is over the next few months at the Crescent Bay Boat Launch on Lake Roosevelt.

"The main hull was essentially a beam and dolly move with a semi-tractor performing a drawbar pull of the ferry," explained Mark Richardson, project manager. "Eight dollies were mounted to the framework to create a trailer and then the tractor loaded with counterweights pulled the load down the road."

The crews exited their trucks along the route to steer the dollies by remote control.

"We know people along Lake Roosevelt are looking forward to delivery of the new ferry for their daily transport needs. We are proud to be a part of this project," Richardson commented.



After its journey from Oregon, the *Sanpoil* arrives in eastern Washington, USA

Yankee dryer paves its way to Liverpool docks



A Yankee and MG paper drying cylinder, manufactured by PMT Industries, was transported from the factory in Bolton to the Liverpool Docks in the UK.

The Bolton foundry has one of the largest medium frequency electric furnace

installations in Europe. Its computer controlled furnaces can melt 38 tonnes of iron per hour. A 12 tonne slab can be melted at 1,450 degrees Celsius in 38 minutes.

The paper dryer, which was 5 metres wide, was transported by heavy haulage company J.B.

Rawcliffe. It was destined for the Hainan Jinkhai pulp and paper mill in China, where it will remove excess moisture from pulp before conversion into paper. It takes the level of dryness from around 42 % to more than 89%.

Obstacles on the way to

Liverpool included bridges, narrow roads on residential housing estates and a 6,000-rider charity bike ride from Manchester to Blackpool. All obstacles were negotiated thanks to careful planning, the Rawcliffe transport team and the local police.



A 1.5 coupled 12-axle heavy low-loader trailer moves the generator onto the *Horst Felix*



Austria to Hungary

Austria-based specialized transport and lifting company Felbermayr used a specially adapted vessel to transport a 294 tonne generator from Austria to Hungary. IC reports

Specialized transport and lifting company Felbermayr transported a generator weighing 294 tonnes from the Linz heavy load port in Austria to a power station in Hungary. A key player in this transport project was the heavy goods vessel, *Horst Felix*, a dry freighter converted to a heavy goods vessel.

For the first part of its journey the generator, 12 metres long and 5 m wide, was transported 800 kilometres from the Siemens site in Mülheim on the Ruhr in Germany to the Linz heavy load port in

Austria. The journey took 13 days. *Horst Felix* was used for the second part of the journey from the Linz port to the power station in Hungary to avoid road tolls and weight restrictions on bridges.

When the generator arrived at Linz it was transferred onto a 1.5 coupled heavy low-loader trailer with 12 axes before being moved onto the vessel. According to Peter Niedermair-Auer, Felbermayr project manager, this vehicle was chosen because of the generator's weight and dimensions.

Having been designed as a ro-ro ship, *Horst Felix* was an ideal choice for the project. Niedermair-Auer explains, "With a specially designed bow and a loading ramp, the road transporter could drive onto the ship directly. Because of these ideal conditions the rolling on took little more than an hour."



The trailer on the specially designed loader ramp



Travelling by vessel avoided road tolls and weight restrictions on bridges



Two heavy-load tractor units assist with the transportation process

Two heavy duty tractor units, with 650 and 800 hp, plus the 12-axle trailer, were used to transport the generator onto the vessel. The heavy load tractors were ballasted with 40 tonnes each to guarantee the necessary traction. This combination of vehicles was decided because it optimised the load distribution. Together with the low loader, which weighed 70 tonnes, the total weight of the transport was 444 tonnes.

After three days of travelling, *Horst Felix* arrived at the port in Hungary which



The *Horst Felix*, complete with generator, makes its way to the power station

was around 300 km from Linz. As an extra safety precaution for the roll-off process, a second tractor unit was used in addition to the shunting and tractor units. The alternative to this would have been to unload the generator with a large lattice boom crane, explained Niedermair-Auer.

The distance to the power station from the port was 5 kilometres. Once it arrived at the power station's storage area, the 294 tonne generator was unloaded and placed in interim storage prior to installation. ■

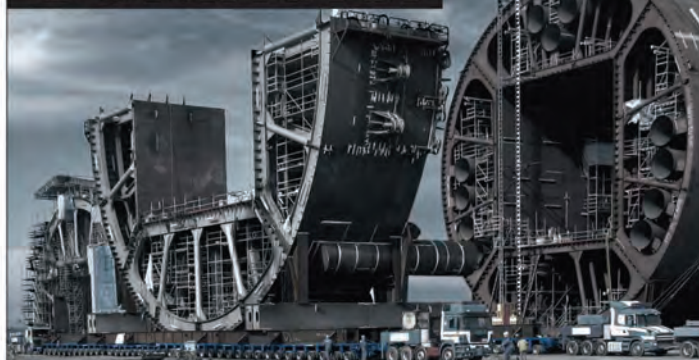
Together with the low-loader, which weighed 70 tonnes, the total weight of the transport was 444 tonnes



After three days of travelling, the *Horst Felix* arrived at the port in Hungary



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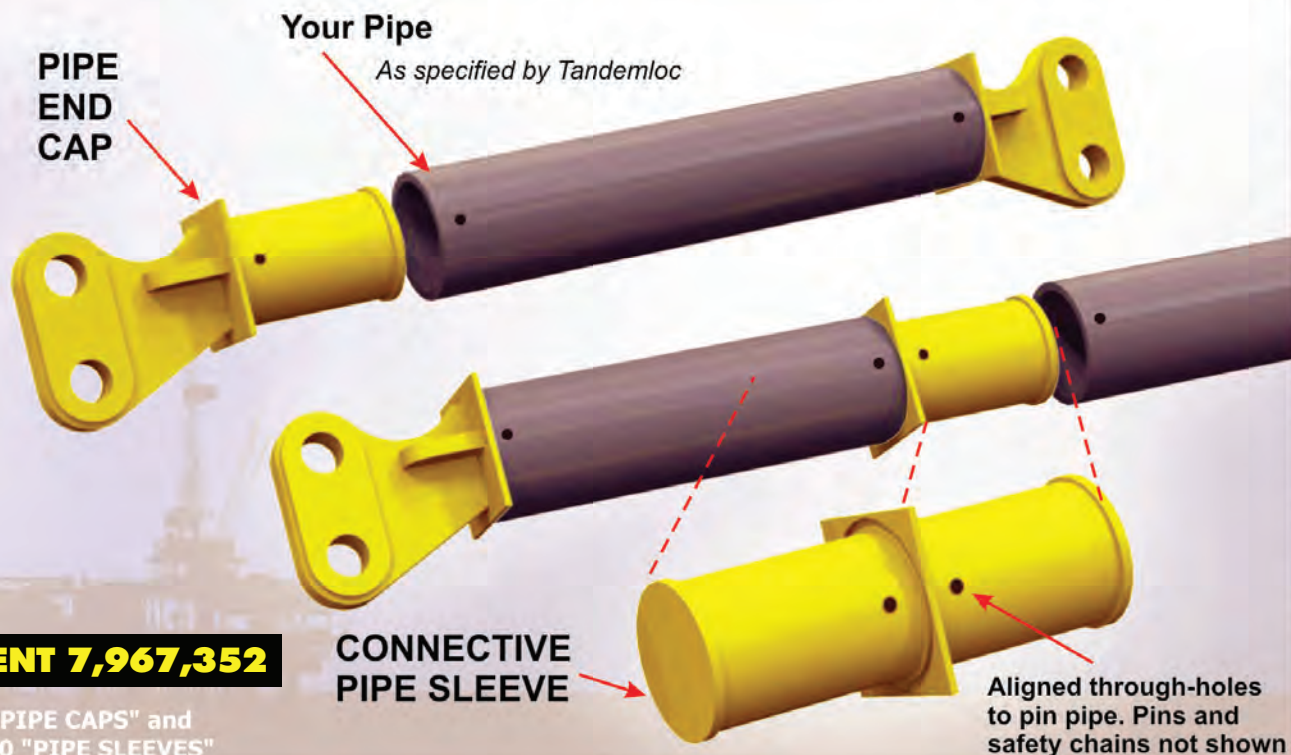
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Sir Isaac Newton in
1689 when he was 46

Introducing know-how

The first in a new series of practical how-to articles aimed at improving safety in heavy transport and lifting operations. We are excited to announce that MARCO VAN DAAL will regularly contribute his extensive industry knowledge for the benefit of all readers

ABOUT THE AUTHOR



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

companies and leading authorities in the industry. His 20-year plus experience extends to five continents and more than 55 countries.

It has resulted in a book *The Art of Heavy Transport*, available at: www.the-works-int.com

Van Daal has a real passion for sharing knowledge and experience, the prime reason, he says, for the seminars he holds all over the world. He lives in Aruba, Dutch Caribbean, with his wife and two daughters.

Welcome to the first in a series of articles in which a number of topics related to the heavy lift and transport industry are highlighted, explained and demystified. The main reason for writing these articles is that I believe a good explanation of a theory or topic, or just a situation that one ran into, is more valuable than somebody showing you how to do something without telling you why it is done that way.

Although our industry has moved, shipped, lifted and transported some of the most amazing cargo of unimaginable sizes and unthinkable weights, there are a few very basic laws of nature that these moves abide by. A thorough understanding of these laws of nature will aid in proper equipment selection, recognition of the forces and a timely identification of unwanted situations.

Believe it or not, there are still too many accidents that result in equipment damage and injury or loss of life. This first article will, therefore, not cover heavy transport or lifting. Instead it goes back in history and touches on these laws of

nature and who discovered them. I realise that not everybody is an avid reader of history but I assure you that it will help you understand the future articles much better with this theory "in your pocket."

Isaac Newton

Sir Isaac Newton (25 December 1642 – 20 March 1727), an English physicist and mathematician, is by many regarded as the greatest genius who ever lived. He contributed to science in different fields, including the laws of planetary motion, speed of sound, light spectrum and the binomial theorem (for the mathematically gifted amongst us). He is, however, best known for the contents of his book, *Principia Mathematica* (1687), in which he explains three physical laws that form the basis for classical mechanics. These laws are now known as Newton's laws of motion.

NEWTON'S FIRST LAW

Newton's first law says that if there is no resulting force on an object, then its velocity is constant. The object is either at rest (velocity of zero), or it moves with a

NEWTON'S FIRST LAW



With no outside forces, this object will never move



With no outside forces, this object will never stop

constant speed in a straight direction.

This first law basically states that an object is in rest (zero velocity) if there is no external force applied to it, this is the easy part. This law also states that if no resulting force is applied to an object it could as well be moving at a constant speed in a straight direction, this is a bit harder to fathom. Imagine a hockey puck that is struck and slides down an asphalt surface. Due to the friction, a resulting force, between the puck and the asphalt, the puck eventually stops sliding. Now let's assume that this same puck is struck and it slides down an ice track. The distance the puck travels is a lot further than on asphalt because the friction, a resulting force, between the puck and ice is much less. If the ice could be so smooth that the friction would be zero, then this puck would keep travelling in a straight line with a constant velocity and never stop.

How is this applicable in our industry? A frequently used method of moving loads is skidding. In its simplest form, skidding is the overcoming of friction by applying a resulting force, often in the shape of

an hydraulic pushing ram, on a friction-reducing material such as Teflon (PTFE) on stainless steel. The lower the friction between these two materials, the lower the effort can be to move the object. Once the hydraulic ram stops pushing (at the end of the stroke), once again the friction force is the resulting force and will return the object to a state of "at rest". If there would be no friction between the Teflon and the stainless steel, the object would keep moving at a constant speed at the end of the stroke. Obviously an unwanted situation. Even though we want the friction to be as low as possible, we still rely on it being present at the end of the stroke.

NEWTON'S SECOND LAW

If there is a resulting force on an object it will accelerate. The acceleration is in the direction of the resulting force and is directly proportional to it, and it is inversely proportional to the mass of the object.

This law is an extension of the first law. It basically states that if the resulting force on an object doubles, then the acceleration

NEWTON'S SECOND LAW



The more force ...

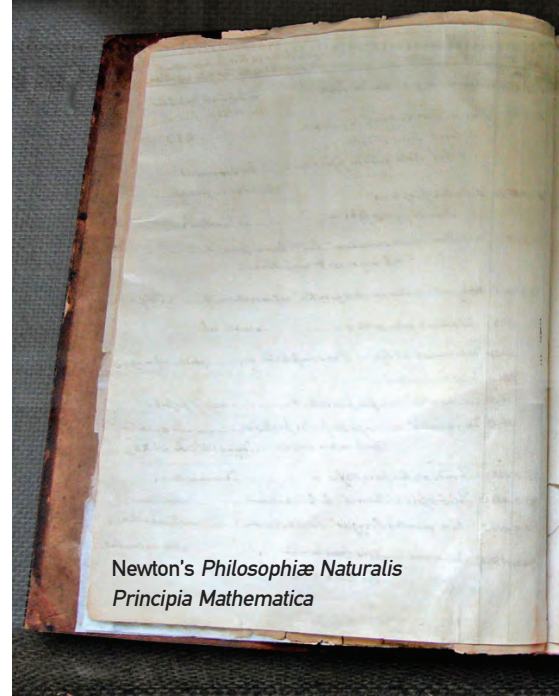


The more acceleration.

NEWTON'S THIRD LAW



Every action has an equal and opposite reaction



also doubles, this is directly proportional. If the mass of an object doubles while applying the same resulting force, then the acceleration halves, this is inversely proportional. The relation between the resulting force, the acceleration and the object's mass can be expressed in a formula: $F = m \times g$ where F is the force expressed in Newtons, m is the mass expressed in kg and g is the acceleration expressed in m/s^2 .

How is this applicable in our industry? We know from Newton's first law that without a resulting force the object would keep sliding on the Teflon and stainless steel skid track.

Newton's second law states, however, that when a resulting force is applied, the friction force, an acceleration, takes place. Since the object slows down, the acceleration has a negative value and is also called a deceleration.

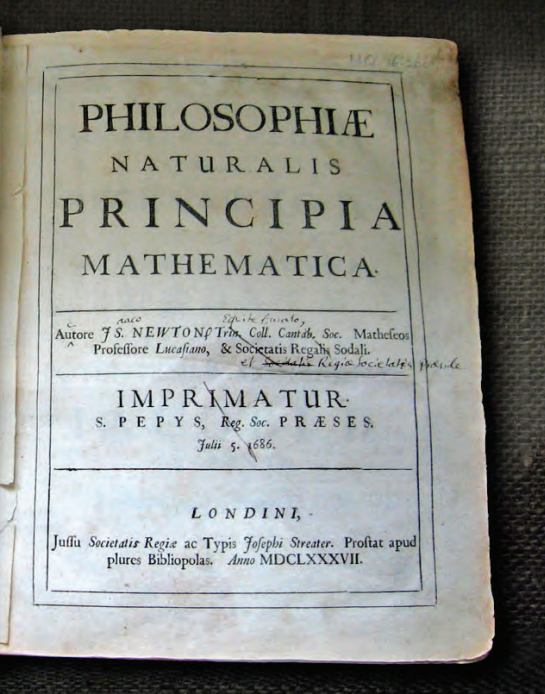
Another application of Newton's second law is when a driver decides to apply his brakes, which is considered another resulting force, he would come to a standstill. If he pushed the brakes twice as hard, the acceleration will double, due to $F = m \times g$ and he will stop twice as fast.

NEWTON'S THIRD LAW

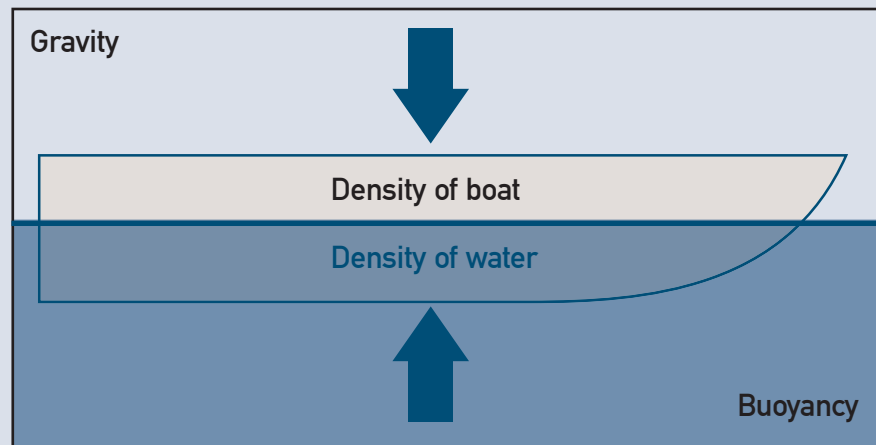
When an object exerts a force, F_1 , on a second object, the second object simultaneously exerts a force $F_2 = -F_1$ on the first body. The forces F_1 and F_2 are equal in magnitude and opposite in direction. This law is also known as "action = -reaction" and has often been a law of controversy.

Imagine that you are pulling on a rope that is attached to a wall, you pull with 110 pounds (50 kg). Actually you pull with a force of approximately 500 Newton.

Now replace the wall by a person who pulls on the other end of the rope. The controversy has been in the belief that if each person pulls with 250 N there will



ARCHIMEDES OF SYRACUSE'S DEFINITION OF BUOYANCY



be a tension of 500 N in the rope. Newton has put an end to this belief with his third "action = -reaction" law. To create a tension of 500 N in the rope, both people have to pull with a force of 500 N in opposite directions.

How is this applicable in our industry? When a load is suspended from a crane hook, this load exerts a force onto the boom tip of that crane. At the same time the boom tip (via hydraulic cylinders and/or pendant ropes) exerts the same force onto the load that prevents it from falling down. Assuming that the load measures 500 N, then this is the force exerted onto the boom as well as onto the load.

Archimedes of Syracuse

Widely known as just Archimedes, Archimedes of Syracuse (287 – 212 BC) was a Greek mathematician, physicist, engineer, inventor and astronomer. He left

us with the principle of the lever, a crane in its most basic form. He is also credited with the foundations of hydrostatics. In particular, buoyancy is important in our industry for ships and barges. For every voyage, lift-on, lift-off, roll-on and roll-off, the buoyancy is monitored as it keeps the ship or barge afloat.

Buoyancy is defined as the upward force exerted on a submerged object, by the liquid it is submerged in, equal to the weight of the liquid that the object displaced.

According to Newton's third law, there should be another (downward) force at play as "action = -reaction". This is indeed the case, the other force is the gravitational force, the buoyancy and gravitational forces are equal in magnitude

and opposite in direction.

With these three laws of Newton and the hydrostatic and buoyancy laws of Archimedes under your belt, you are able to understand the forces that play on an object being transported or lifted by land or sea or both.



Archimedes is credited with the principle of the lever – a crane in its most basic form

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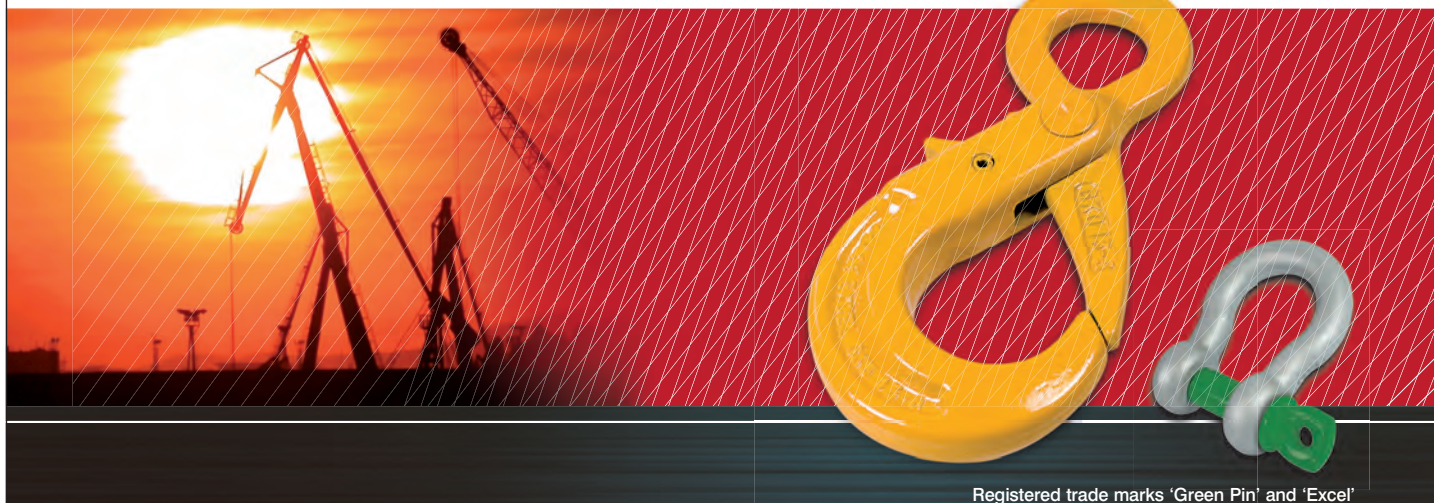
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Expansion and
development projects
across the energy
sector are having a
positive impact on crane
manufacturers and rental
companies alike. LAURA
HATTON investigates



The energy surge

Around the world power- and energy-related projects continue to be rapidly developed. Work on these varies, from expansion work and carrying out maintenance, to lifting vessels, for example, and placing hydro cracking reactors. For these larger and heavier jobs, crawler cranes are the most in demand.

“A typical crane for this type of work is the 1,600 tonne capacity CC 8800-1 crawler,” says Rüdiger Zollondz, Terex cranes product marketing director. “There is also the Twin version of the CC 8800-1, which has a kit that adds another boom.” An example of a CC 8800-1 working on an energy project is at the Canadian Natural Resources Ltd (CNRL) project in Fort McKay, Alberta, Canada. It is being used to construct a unit, made of 600 tonne modules, that will process oil sands (large reserves of oil embedded in sand) into bitumen. Contractors for the site are Sarens and Tecnicas Reunidas (TR), based in Spain. The first lift is scheduled for February 2014.

Another heavy lifter in demand is the Lampson Transi-Lift LTL-2600, which is being used at the Sanmen Site for the China Nuclear Energy Industry Corporation in Zhejiang Province, China. Project and lifting work for the crane includes helping with the construction of a nuclear power station. Work at the

A Lampson Transi-Lift LTL-2600 being used at the Sanmen Site for the China Nuclear Energy Industry Corporation



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ENERGY SECTOR

XCMG's truck mounted crane at work on Cambodia's largest thermal power project

plant has already begun and is due for completion in 2014.

Although crawlers are the most common choice of crane type for work at energy projects, rough terrains are also widely used. Due to their ability to navigate through tight spaces and comfortably work in confined areas, rough terrains are typically used for carrying out maintenance works. For other types of energy projects, such as electricity transmission work, which includes the installation of electrical power supplies,



MEGA TOWER SYSTEM

In the near future, many petrochemical vessels are expected to weigh more than 4,000 tonnes. A trend is already developing in China. The latest development to meet this demand heavy

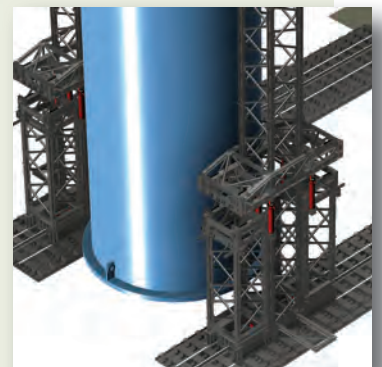
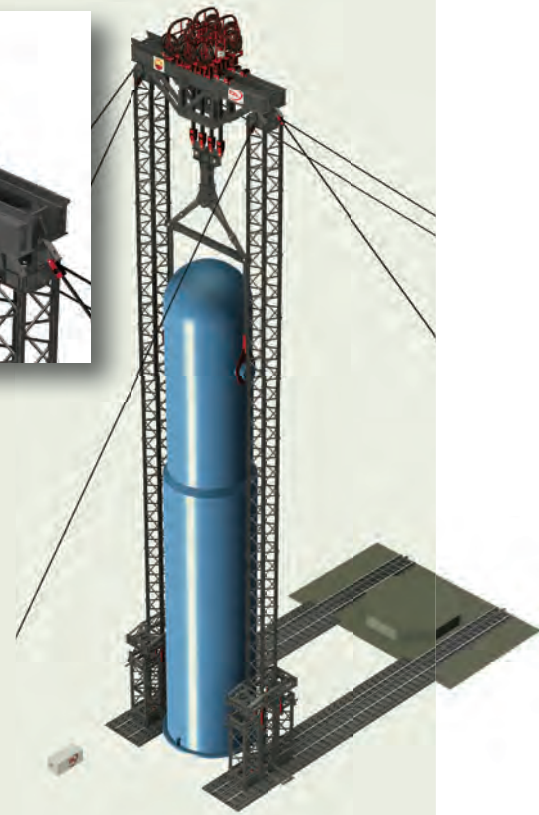
lift and hydraulic jacking systems specialist Dorman Long Technology (DLT). DLT has a new modular jacking tower system capable of handling vessels up to 5,000 tonnes. The MYQ5000 (pictured above) will be used on a project for the China Petroleum First Construction Company (CPFCC) based in Henan Province, China.

The tower system will be used to erect petrochemical vessels weighing up to 5,000 tonnes and up to 160 metres high, David Dyer, Dorman Long Technology managing director, told *IC*. It only occupies a small foot print on site and is easily transportable, Dyer continued. Vessels can be moved longitudinally, transversely and rotated after lifting using a 5,000 tonne capacity swivel incorporated into the modular lifting beam.

The MYQ5000 has a free standing height of 90 m and lifts at up to 23 m/hour using four DL-S1394 strand jacks (1,394 tonnes capacity per jack). Longitudinal and transverse movement speed is 25 metres per hour using four DL-CP400 pinned skidding jacks (400 tonnes per jack).

Dorman Long Technology will build the MYQ5000 in its Shanghai works for delivery in early 2014. The system is intended initially for work inside China, but has been designed by DLT for use internationally.

Among others, Enerpac is also offering its free-standing gantry system, the Enerpac Self-Erecting Tower (ESET), for erecting reactor vessels in petrochemical plants. It can lift loads up to 1,400 tonnes to a height up to 75 m using heavy lifting strand jacks with gantry and skidding equipment. The gantry system is easily transportable and is suitable for use at refineries, nuclear power plants and in the petrochemical industry, Enerpac says. It is being used in Russia to position large vessels in oil refineries.





boom trucks tend to be the favoured solution. This is especially true throughout the USA. Jim Glazer, Elliott Equipment Company president says, "We have seen a big demand for our longer boom Elliott cranes with tip heights from 56 to 64 m and capacities of 36 tons [32 tonnes] and above. These have primarily been used in utility transmission construction applications throughout North America. We have also seen strong demand for our 45 ton [40 tonne] and 18 ton [16 tonne] cranes in oilfield service applications, primarily in Texas and California."

Demands for 40 tonne capacity truck cranes are also strong in other parts of the world. An SQ16ZK4Q truck mounted crane manufactured by XCMG, for example, has been working at a thermal power project in Cambodia. The site is the largest complex of sugarcane, ethanol and thermal power plants in Cambodia. The truck crane, from XCMG's SQ series, has a maximum load moment of 40 tonne-metres and a lifting capacity of 16 tonnes.

Projects

As the number of energy projects undergoing construction continues to grow, the demand for lift service providers also increases. Kate Lampson has seen a growing demand for lifting services throughout the energy project industry, "We are in demand for projects including power plant construction, refinery work, wind tower erection, nuclear power plant construction, bridge work, solar panel installations and the construction of liquid natural gas plants."

The increasing work has also had an effect on rental companies. Mumbai, India-based rental company, The Bhoir Group, for example, has taken delivery of its fourth Liebherr LR 1300 crawler crane in less than 18 months. Two of the 300 tonne capacity lattice cranes are working on the Koradi Thermal Power Station expansion project close to Nagpur

in Maharashtra, India, which is one of four major power stations in the region. Its capacity is 1,080 MW from seven coal-fired boilers that were installed more than 25 years ago. For the project the two LR 1300s will help install three new 660 MW thermal boilers, doubling the generating capacity. Installation of the boilers started in May 2011 and completion is by the end of 2014; the first boiler will be commissioned at the end of 2013. Larsen & Toubro Power, the main contractor for the project, rented the two Liebherr LR 1300s for the lifting operations. The crawler has a main boom of up to 98 m and a maximum 113 m luffing jib allowing a maximum height of 172 m (59 m main boom + 113 m luffing jib).

Flexibility is an important feature for companies renting out cranes and equipment for use in the energy sector, as Jim Glazer points out, "Most of the



A Liebherr LR 1300 crawler crane at the Koradi Thermal Power Station expansion project close to Nagpur in Maharashtra, India



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A Terex CC 8800-1 Twin at work at a project in China



Terex CC 8800-1 Twin



machines servicing the transmission market are rented with work platforms and remote controls. We have received a great deal of positive feedback about our radio remotes with built-in LMI displays, friction free jib extension to allow for easy deployment and also our multimode glide swing system. We also offer track vehicle mounting, and add digging systems to many machines, further increasing their flexibility."

Flexibility on boom length is another customer demand, Zollondz adds, "Customers working in the petrochemical sector like cranes with long booms;

however, they still want the option of having a short boom. To meet this demand we introduced the 75 tonne capacity Quadstar 1075L rough terrain crane. The RT has a 41.8 m telescoping boom and a 45 m main boom maximum tip height. The boom design accommodates an 8 m, 20 degree off-set jib."

Although flexibility is a common demand from customers, in some situations, different energy projects call for different crane models altogether. As Kate Lampson explains, "The crane model we use depends on the type of energy project we are working on and the scope of the project. For most projects we are seeing a demand for the Manitowoc 4100, Manitowoc 4600 with and without the ring attachment, Manitowoc 18000, Manitowoc 2250 with and without Max-Er attachment and the Lampson Transi-Lift LTL-1100 and LTL-2600 models."

In addition to flexibility, being easily transportable is another requirement. "In transmission work, it is important that the equipment doesn't require permits for highway use," says Glazer, "This is because cranes are moved from point to point frequently." To overcome potential road regulation problems, Elliot Equipment has specially engineered several units to allow for permit-free application.



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A mid tower section being lifted into place

Assembling a rotor with an assist crane

The 40 tonne rotor assembly being lifted into place on the first tower

Keeping cool

Wind turbine erection of the Hyndburn wind farm in the UK was a challenge met by the team at Dan McNally Limited. DAVID WESTON reports

Late last year 24 wind turbines were erected at a site on Oswaldtwistle Moor in Lancashire, UK. It had been proposed that the project should start in 2007 at a site provisionally named Haslingden wind farm. Before work got underway, however, the site was moved from Haslingden Moor to the adjacent Oswaldtwistle Moor.

Installation of the wind turbines was by specialist contractor Dan McNally. The new wind turbine site was renamed Hyndburn Wind farm. The 12 turbines are

2.5 megawatt REpower MM 82s with a maximum blade height of 122 metres. They can generate an estimated 72.2 million kWh of electricity a year, providing the electricity for 52 % of Hyndburn households.

Oswaldtwistle Moor was the preferred location for the erection of Hyndburn wind farm because the soil had been previously drained, unlike Haslingden Moor. Oswaldtwistle is also outside the water catchment area for Calf Hey, Ogden and Holden wood reservoirs, which

are used for the public water supply.

The first wind turbine components were delivered on site by UK specialist contractor Collett transport. It had been hoped that all the towers would be erected in between six and

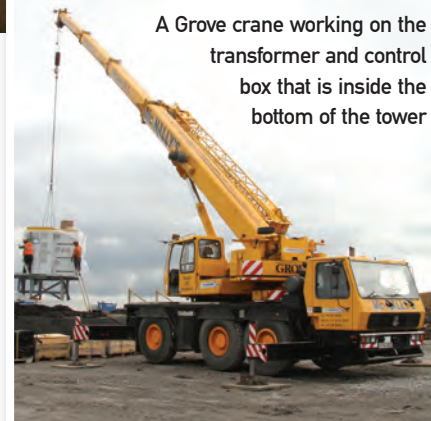
eight weeks. Due to poor weather it took ten weeks to erect them all.

The wind farm's location on the West Lancashire moors is on high ground between the west coast and the Pennines and, while this is classed as a very good location for a wind farm, it presented McNally's with a number of problems. The Lancashire weather and strong winds meant that the company had to halt work for 10 days. Local site restrictions prevented work on site for a further two days.

At the site McNally's deployed a Liebherr 1,200 tonne capacity LTM 11200 wheeled mobile telescopic crane. The crane is named *Fionn Mac Cumhaill*, but is more widely known as *Finn McCool*, the mythical giant that built the Giant's Causeway from Ireland to Scotland. Work was completed after 10 weeks from the start date.

Dan McNally erected its first wind turbines in 1999. They were 600 kW Vestas and a 400 tonne crane was sufficient for the job. In 2005 Dan McNally established Wind Hoist, a wind turbine installation company that supplies cranes and trained erection personnel.

This McNally Liebherr LTM 11200-9.1 mobile telescopic crane is nicknamed *Finn McCool*



A Grove crane working on the transformer and control box that is inside the bottom of the tower



Affordability and ease of transport are two of several factors influencing the use of hydraulic gantries. LAURA HATTON reports

Shifting traditions

Hydraulic telescopic gantries are widely used in power generation, construction, mining and oil and gas industry applications. These are areas where conventional cranes are also often a preferred choice for end users.

A characteristic feature of hydraulic gantries is that for their size they have greater lifting capacity than mobile cranes. The Hoist and Haul Modular Jacking System from hydraulic gantry manufacturer Lift Systems, for example, has a standard capacity of 250 US tons (226 tonnes) per leg. "The system has a 250 ton (226 tonne) per pod standard capacity and operates on standard hydraulic gantry track," explains Ben Forster, Rigging Gear Sales, Inc. "It

also has 3 % gradability with full load and a modular design for use on a wide range of applications."

Transport is another factor influencing the range of applications that hydraulic gantries are becoming involved in. According to manufacturer Enerpac, on average, a telescopic gantry has a 20% smaller footprint than a crane, which, in theory, reduces transportation costs and transport complexities; it also takes up less space in a factory. The Enerpac SBL1100 can be transported easily to a job site due to its foldable boom and mast design, the company says. "The gantry system also has a wireless control system, which allows automatic synchronisation for lifting,

lowering and travelling with a load," a company spokesperson adds. "The gantry cranes also have self-propelled wheels or roller tread options, which again allows for a relatively easy move."

The Hoist and Haul Modular Jacking System from Lift Systems is also compact for ease of shipment. Modular components include a 250 ton (226 tonne) ram, a 250 ton (226 tonne) powered dolly pod and a 250 ton (226 tonne) climbing jack. The Hoist and Haul Modular Jacking System was launched at Bauma 2013.

Safety features

Overloading is an issue that manufacturers across the lifting industry aim to prevent from happening. To avoid such a potentially dangerous situation, Lift Systems offers a header plate-mounted load weighing system. "This is a portable system for use with a hydraulic gantry or independently in other applications using technology common with our CARL Control System for hydraulic gantries," explains Forster. "This product can be modified to suit customer needs with



The Hoist and Haul system from Lift Systems, left. Capacity is 250 tons per base



SHUTTLE ROTATION

Lift Systems has helped move the space shuttle *Atlantis* to the Kennedy Space Center. The shuttle is valued at more than US\$2 billion and weighs 80 tons (72.5 tonnes) and is 37 m long, 17 m tall and has a 23.5 m wingspan. It has served as one of the launch vehicles to the International Space Station for thirty years.

Heavy haul and lift company Beyel Bros of Cocoa, Florida, USA was awarded the project. For the job they had to perform the final transportation to the museum and the final placement of the shuttle for exhibit. Engineering design and planning company BRPH, Ivey Construction Delaware North and NASA were involved in all project details. For the final lift plan they agreed for a custom designed and fabricated cradle fixture to be attached to the underside of the shuttle for the lift and rotation operations.

To perform the lift and rotation of the shuttle, an 800 ton (725 tonne) capacity model 48A hydraulic gantry system from a Lift Systems was used. The system, developed for Beyel Bros for the project, had a total maximum weighing capacity of 1,000 tons on four load weighing pods. The weight of each lifting point was monitored by NASA throughout the lifting and rotation process. After testing the system, the shuttle was lifted and rotated to an exact 42.21 degree angle.

The *Atlantis* exhibit at the Kennedy Space Center opened on June 29th, 2013.



The SBL1100 foldable boom and mast section is ideal for low-height clearances



This Enerpac SBL1100 is transporting a large transformer, demonstrating just one of the many applications gantries can perform

developed as an operator aid for existing systems,” Forster explains, “It allows the operator to know if lifting beams are level and the extension of jacks without the need for tape measures or other operator aids.”

The system has an LED display with a rechargeable battery, bi-directional sensors to measure the level and four lasers to measure height. It also includes 30 m moulded cables for maximum reach, waterproof sensors and a water resistant display. It has magnetic bases and can be used on any hydraulic gantry system.

New to the market

Enerpac offers five standard models in two series. The SL series has 2-stage lifting cylinders. The heavy duty SBL series offers lifting capacity up to 1,000 tonnes and has 3-stage lifting cylinders providing up to 12 m of lift. “Gantries are self-propelled along tracks, allowing for maximum control,” a company spokesperson adds, “The gantries also maintain the same holding volume and capacity over their entire lifetime.”

Enerpac gantries are designed to meet the ASME B30.1 Overhead and Gantry Cranes Standard.

From Lift Systems, several products and concepts are in development, Forster says, however, details will be released when final testing is complete. ■

potential load weighing capacities of thousands of tons.”

Enerpac hydraulic gantry cranes have a mechanical lift lock that automatically holds the load in place during the entire process. “The hydraulic cylinders also incorporate counterbalance valves, holding

the load in place,” an Enerpac spokesperson adds. For increased safety, the lift system has an overload control feature.

Another operator aid offered by Lift Systems is the Laser Height and Level Indicating System. “The system is a portable laser height measurement device

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First keynote speaker was Helen Joyce,
The Economist Brazil bureau chief



Latin leaders



An impressive turnout for the second Cranes and Transport Latin America conference confirmed the value of the event for the leading industry figures operating in the region. ALEX DAHM was there

Around 180 industry professionals gathered at the second International Cranes and Transport Latin America (CATLA) conference held in São Paulo, Brazil, last month.

The popularity of the second CATLA conference was strong confirmation of the thirst for knowledge and a clear desire among leading figures in Latin America's crane and specialized transport industry to foster and further develop their world class best practice approach to running cranes and specialized transport equipment.

The event, on 4 June, opened with keynote speaker Helen Joyce, Brazil bureau chief at *The Economist*, an internationally respected business magazine. It is a two-speed economy in Brazil with investment

down and inflation up, Joyce said. Also rising are wages in the strong job market, Joyce continued. She went on to say that it has become more difficult to do business in Brazil but that there is still opportunity.

Supply and demand

A major barrier to business, said speaker João Batista Dominici, Sindipesa executive vice president, is the road infrastructure and restrictions on bridge loading, delays in getting permits and so on. Just 12 % of roads in Brazil are paved and nearly 90% are single track, he said. Many bridges are limited to a 45 tonne loading and there is no maintenance programme. The imbalance between the supply and demand of transport services is a logistics blackout, Batista continued.

Simão Marcelino da Silva Tuma, Al Arez Consulting CEO, said that Brazil needs investment in its energy sector and other infrastructure, it needs to improve safety and to increase efficiency by doing more with less. More government participation is needed he continued. Service providers need to operate as part of the process, not as the whole process, he said. A major need is training and certification in project management and >

Infrastructure investment needs to be tripled to improve logistics in Brazil, said João Batista Dominici, Sindipesa executive vice president



Top of the second CATLA conference agenda were the business environment, safety and the need to improve infrastructure



David Rodrigues, Makro commercial director, emphasised that a focus on safety is key to the future of the industry





other areas related to the practical side of the industry.

David Rodrigues, commercial director at leading Brazilian crane rental and specialized transport company Makro, emphasised the case for safety. A shift in culture from trying to hide accidents to one now where people are more aware of them increases the pressure to conduct safe operations, Rodrigues said. "Safety

Networking was high on the list of priorities for attendees at the second Cranes and Transport Latin America conference in São Paulo



will ensure the future of our company, the industry, and of life."

The three primary areas, Rodrigues said, are standards and procedures, equipment, and human factors. Key to securing the future of the industry is intelligence and, already, more than 40% of Makro's equipment fleet is monitored, Rodrigues said, with the aim for all of it to be monitored by 2014.

Also presenting were Javier Martinez, ALE executive director; Joel Oliva, National Commission for the Certification

Lively Q and A sessions ended each group of presentations



Deivid Garcia, lifting equipment sales manager at XCMG Brasil, gave a presentation that included detail on the activities of Chinese crane manufacturers in Brazil and their rapid market penetration. More than half the cranes operating in Brazil are from China, he said, going on to say that 2014 will see the first Chinese crane produced in Brazil and a year later the first Brazilian-built, Chinese-owned crane will be exported

of Crane Operators (NCCCO) manager; Sarah Spivey, Modulift managing director; and Vincent Stenger, Terex Cranes product safety manager and FEM member.

Copies of the presentations are available for download on the CATLA event page of www.khl.com



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COMMENT

Joel M Dandrea

Our place in a global economy



We live in a global marketplace. Volatility in any major economy can have impact around the world. We've seen it happen with increasing weight and regularity over the last decade. A recession and debt crisis in both the United States and Europe has not only had a reciprocal influence on each respective region's economic integrity but, in turn, has had a ripple effect throughout the interconnected economies around the globe that rely on superpowers for their own stability.

The United States still carries the distinction of the world's largest economy – with about 21% of world GDP at US\$ 15.9 trillion, as of 2012. Such a distinction, however, has withered significantly from the 30 to 35% of world GDP enjoyed in the early 1980s. The debt crisis, combined with the emergence of China and Japan as economic world powers, has loosened the once-mighty US grip on world GDP percentage. As a result, there are more players in the game, so to speak, which has and will continue to influence how the construction and specialized transport industry evolves and stays productive.

In 2012 world GDP was \$74 trillion. The countries of the European Union (EU) comprised about 22% of that – roughly \$16.6 trillion. Like the United States, the three biggest members of the EU have seen their percentages shrink in recent decades: Germany (4.6%), France (3.5%) and the UK (3.2%). Last year, China (11.1%) surpassed Japan as the world's second-largest economy.

According to the most recent data available (2011), the United States is a net debtor nation. U.S.-owned assets abroad (\$21.1 trillion) were less than foreign-owned assets in the United States (\$25.2 trillion). Some big names join the list as net debtor nations: France, Italy, Spain, the UK, Australia, among many. During the financial crisis around the world, many nations have looked to their own government, as well as foreign lenders, for economic support, which often translates to increased spending, borrowing and, inevitably, a rise in the national debt.

Whereas this isn't necessarily uncharted territory for Western nations, many countries are in much worse financial debt than others. Regardless of the conditions, however, debt brings nations closer together. As populations rise, and slow-growth economies continue to emerge, international business, no matter what form it eventually takes, will continue to expand. Industries of every type would be wise to align themselves with the opportunities that surface as a result of such world integration.

It should also be noted that in addition to the seemingly endless assortment of international construction projects underway at any given moment, we've become increasingly interconnected through trade in goods and services. Specialized transport will thrive so long as there are complex jobs to be done but international movement of goods and services continues to create opportunity in the transport and delivery side of our industry. Such opportunities will continue to provide us with a chance to sharpen our safety practices and approach our operational procedures with more efficiency.

What does this all mean for our industry? It means we're going to continue to entertain a broader arena of workplace boundaries, and the regional rules, regulations and costs that come with such jobs. It means we're going to experience a more diverse client base, with distinctive needs and expectations. It means we're going to need to adapt our modes of operation to incorporate an evolving international business landscape, which will include deeper consideration when hiring representatives for your company, as well as how you market your business. Ultimately, a desire to connect with and understand a global industry, as we see it becoming, will define the direction of your business – either positively or negatively – depending on how you choose to foster those connections. Regardless of what you decide, SC&RA will continue to provide the venue for dialogue with member companies around the world.



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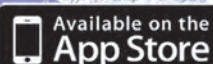
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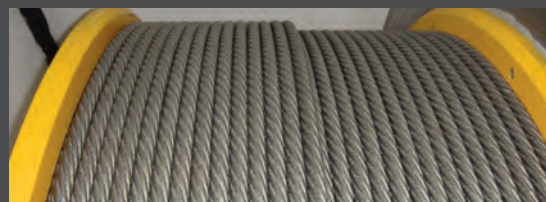
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International value

SC&RA continues to promote international membership value, most recently at the Cranes and Transport Latin America conference in Brazil. TIM HILLEGONDS reports

Joel Dandrea, SC&RA executive vice president, attended last month's Cranes and Transport Latin America conference in São Paulo, Brazil, where he spoke on Association initiatives. The focus was on SC&RA's primary concentration to represent member interests and value delivery: advocacy, education, networking and education and the member value gained from participating in the Association's Jobs of the Year programme. SC&RA has been working closely with World Crane and Transport Alliance partner, Sindipesa, for several years in an effort to organise and provide information on such initiatives, as well as pilot car best practices and permitting for oversized loads. Sindipesa is SC&RA's sister organisation and represents similar industry interests in Brazil.

Dandrea's presence in São Paulo exemplified SC&RA's commitment in advocating for the international crane and transport industry by bringing manufacturers, buyers and related groups together to foster safety, efficiency, uniformity and profitability. Behind the strength of 65 years in business and more than 1,300 member companies from 46 nations, SC&RA members benefit from an association that works to keep regulations less burdensome and workplace safety practices up to date and fully operational.

SC&RA serves as the eyes and ears of the industry, the voice of its participants and the vehicle for delivering products, services, information, education, research and outreach. Its strength lies in the commitment it shows to its members around the world, and the loyalty they return. A key objective of SC&RA is to protect a fair environment in which companies compete on a level playing field without unnecessary government regulation or taxation. As the industry's advocate, SC&RA works to establish excellent and open working relationships with government entities.

Latin focus

Much of SC&RA's focus in Latin America is aimed at helping Sindipesa advocate for infrastructure development as a vital component to economic progress. Growth in this part of the world has seen tremendous gains in recent years and the Association realises that fiscal advancement, both regionally and nationally for many of these countries, is directly connected to the conditions of their existing and proposed infrastructure. SC&RA is working to help crane and transport companies in South America establish business networks and key partnerships with SC&RA members in other parts of the world.

With project development increasing in nations around the world but, especially in Latin America, the demands on related transportation infrastructure not only escalate accordingly but reveal the dedication required by nations to assure that their imports, exports, goods, services and construction timelines land within schedule and on budget.

Extremely sensitive to regulatory guidelines, regional politics and simple topography, infrastructure has become an undeniable factor in the disparity in profit margins between nations that actively invest in it and those that struggle to address this issue. South America is a good example, and SC&RA and Sindipesa are steadily working to protect and promote progress for members in these countries.

Growth and development in nations like Brazil, Chile, Colombia and Peru has reached considerable heights over the last two decades, especially notable when compared to the corresponding economic arrival of China and its East Asian neighbours over that same period. Infrastructure deficiencies in these countries, however, bring about a serious competitive handicap when compared with much of Europe and the Pacific region.

Insufficient rail line and paved road percentages in relation to GDP within these productive Latin American frontrunners still pales in comparison to such percentages in competing nations around the world. As an example, Brazil, the world's fifth-largest country, boasts nearly 1.2 million miles of road, of which only 10% is paved. Imports and exports aside, Brazil will host the World Cup in 2014 and the Olympics in 2016. Substantial deficits in road and rail integrity could advertise this nation's infrastructure problems to the world and significantly reduce international trade and commerce appeal.

These countries have remained competitive as a result of demand: their principal exports, like gold, copper, iron ore and agriculture, have flourished amid rising prices throughout the global marketplace. Economists warn, however, that such good >



Tradelossa's 2013 Job of the Year winner featured a three-piece installation at a gas generator facility

fortune often provides a mere bandage to problems that will soon require a comprehensive remedy – particularly since the types of commodities exclusive to their promising growth are decidedly sensitive to transportation costs.

Emerging South American economies serve as both an example and a reminder that growth and development is ultimately beholden to investments at home. Especially in our industry, transportation infrastructure is the backbone of a progressive profit margin, as well as fiscal sustainability, and SC&RA's increased dedication to the sustainable progress of its Latin American member companies serves as a symbol of the Association's commitment to each and every member relationship, and the true value that members receive as a result of this connection.

SC&RA's four-way commitment

1. ADVOCACY. By working closely with members and other industry associations around the world, SC&RA exchanges ideas, promotes best practices and encourages uniform industry standards, when practical. The Association works to keep the industry up to date on a wide range of issues and topics. It works to assure that member companies in any nation receive the general guidance they need to help them operate safely, efficiently and profitably. The Association also works to open networks whereby members can exchange ideas on how to address common challenges.

The Association was influential in getting NCCCO and Sindipesa to reach an agreement of understanding to work together to begin a certification programme for crane operators in Brazil.

2. EDUCATION. The weekly SC&RA newsletter, official international and domestic publications and SC&RA's website are accessible avenues that keep member companies current on relevant information and Association programmes.

SC&RA's meetings give members outstanding opportunities to share experiences with hundreds of other folks in the industry who consistently face similar challenges in the workplace, including many of the industry's pre-eminent decision makers. Product fairs or exhibit centres at major meetings allow members to discover products and services that could provide them with an edge. Members enjoy discounts on registration at select meetings.

Opportunities to network, reconnect and attend speaking engagements and educational sessions are provided for

Joel Dandrea, SC&RA executive vice president, addresses the audience in São Paulo

members through the year:

■ January Board & Committee Meeting

Here the Association and Foundation's committee members and both Boards of Directors meet to approve the annual budgets and plans for the coming year. Attendees are owners, top management and officers of the Association and Foundation.

■ Specialized Transportation Symposium

Held in March, this meeting focuses on promoting permit uniformity and fair regulatory policy. In addition to safety sessions and updates, an exhibit centre is co-ordinated for viewing new equipment and products. Attendees are top managers in operations, safety directors, pilot car professionals, permitting officials and federal officials.

■ Annual Conference

This event is held in April and attracts owners, CEOs, top managers and leaders in the industry. Highlights include education sessions, committee meetings, receptions, social events, a fundraising gala, the Jobs of the Year competition, safety awards and a products fair.

■ Crane & Rigging Workshop

Held in September, this meeting places a strong emphasis on safety issues, regulatory and legislative updates, as well as networking. In addition, there is an exhibit centre displaying new equipment and products. Attendees include top managers, crane operators, safety directors and operations managers.

■ Financial & Risk Management Forum

Held in late summer or fall (often October), this forum is provided on an annual or biennial basis. The forum provides an opportunity for participants to learn key financial management practices. Attendees are owners, CEOs, controllers and top managers.

■ Webinars

SC&RA offers webinars every month on a range of topics. Subjects have included standards, certification, marketing, insurance, labour law. Held at noon Eastern Standard Time, the webinars are free to members. Information is on the SC&RA web site.

3. NETWORKING AND PARTNERING.

One of the greatest benefits for international members is the network that SC&RA provides to more than 1,300 member companies from 46 nations around the world. Many SC&RA members have established key business partnerships at SC&RA events, which allows them to maintain relationships and vital communication that could have enormous benefits towards future projects and idea exchange.

At this year's annual conference in April, just over 70 of the 710 attendees



were from outside the USA – with ten countries represented in total.

An example of SC&RA's ongoing efforts to build international relationships, and continuously strengthen the industry as a result, was its 2009 establishment of an international agreement to foster open dialogue for harmonised standards and improved business practices – resulting in the formation of the World Crane and Transport Alliance. Members from three continents include: SC&RA; European Association of Abnormal Road Transport and Mobile Cranes (ESTA); Crane Industry Council of Australia (CICA); New Zealand Heavy Haulage Association (NZHHA); the Crane Association of Canada (CRAC) and Sindipesa.

4. AWARDS PROGRAMMES SC&RA's Awards Program, widely regarded to be the best in the world by crane, rigging and heavy haul companies, honours organisations and individuals for outstanding safety performance, excellent service to the industry, and truly exceptional jobs. The coveted Job of the Year awards are given to companies displaying superior work on extraordinary jobs and give the winning companies the opportunity to showcase their achievements and demonstrate their capabilities. These accomplishments are also advertised via articles in publications, such as *International Cranes and Specialized Transport* and *American Cranes & Transport*, as well as a host of other trade magazines and journals.

At the 2013 Annual Conference, eight of the 27 entries were from member companies outside the United States, including: United Kingdom, Italy, Mexico and South Africa. And two of the six Job of the Year awards were presented to international companies – a testament to the continued growth of SC&RA international membership. ■



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& Rigging
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- AWARDS:** SC&RA annually presents awards for safety and innovative project completions. Outstanding leadership is also recognized giving members valuable industry visibility.
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www.khl.com/itc Berlin, Germany, 4-5 November

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A TOP CLASS PROGRAMME

Leading experts are being assembled for the third annual International Tower Cranes conference to be held in Berlin. This year's event will focus on safety, standards, innovation and market prospects.

ITC SPEAKERS

Alex Dahm, editor, *International Cranes* (Summit Chair)
Claudius Fischer, sales director, Streif Baulogistik
Thorsten Hesselbein, head of tower crane solution, Liebherr-Werk Biberach
Peter Juhren, national service manager, Morrow Equipment
Chris Sleight, editor, *International Construction*
Dominique Tasch, managing director, Liebherr-Werk Biberach
Robert Weiss, vice president, Cranes Inc. / SC&RA
Nabil Al Zahlawi, general manager, NFT

WHAT

Networking evening drinks reception followed by a full day conference and networking evening event

WHERE

Kempinski Hotel Bristol
 Berlin, Germany

WHEN

4 and 5 November 2013

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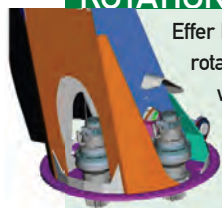
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NEW EFFER ROTATION SYSTEM



Effer has a new rotation system which uses two gear motors as an alternative to the standard

single unit. This design allows for a further reduction of clearance and more reliable precision, the company said. Although currently only on the Effer 955 crane, customers can ask for the system to be fitted onto new cranes, the company said.

■ For more information see: www.effer.com

New CLX hoist from Konecranes

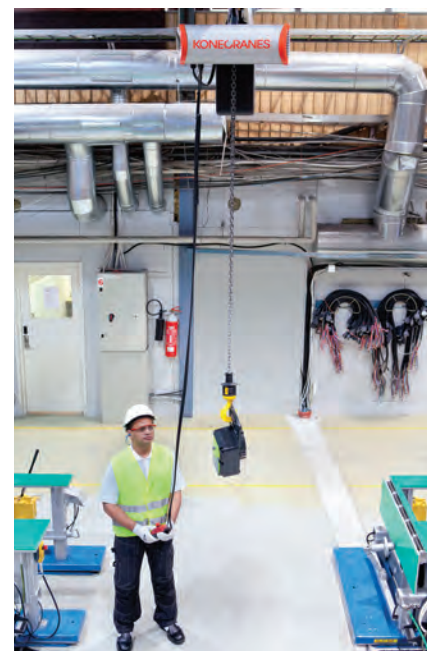
Industrial lifting equipment manufacturer Konecranes, has launched a new electric chain hoist, the CLX.

It is for applications where high-speed load transfers and precise assembly work are required, the company said. There is an aluminium frame, a five-tooth chain sprocket with intermediate teeth and oil lubrication-based transmission for a lower operating

temperature. It has been fitted with an overload device that holds the load without any interaction with the friction clutch.

The hoist is available in capacities of 60 kg to 2 tonnes and can work with workstation cranes, overhead cranes and jib cranes. Larger capacities up to 5 tonnes will be available soon, Konecranes said.

■ For more information see: www.konecranesamericas.com



FILTERTECHNIK LAUNCHES NEW PARTICLE PAL

Filtertechnik, a manufacturer of industrial filtration systems, filter housings and filter elements in the UK, has launched a new testing system which provides on-site analysis of oil and fuel cleanliness.

The product, called the Particle Pal, is a self-contained battery-driven field kit that takes a small feed of oil or fuel from a system or tank and passes it through a laser counter. The cleanliness reading class is then displayed on a display in ISO, NAS or SAE standards. Water monitors can also be added onto the unit to give the parts per million count of water, a company spokesperson added.

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



New wireless load cell from Straightpoint

Straightpoint, a designer and manufacturer of force measurement, load monitoring and suspended weighing load cells, has a new wireless compression load cell.

It has a wireless range of up to 250 metres and a battery life of 400 hours, the manufacturer said. The product can be used in applications in the mining, energy, defence, heavy rigging, shipping, aircraft and general transportation sectors.

Its wireless compression load cell can be linked up to Straightpoint's wireless accessories, allowing for the calculation of centre of gravity, the ability to log data and print reports and allow the simultaneous display and monitoring of up to 24 wireless load cells on a single PC screen, the company said.

■ For more information see: www.straightpoint.com

Bosch Rexroth expansion

A range of filtration systems will be launched into the UK market by Bosch Rexroth, a manufacturer of drive and control technologies.

The products are the result of Bosch Rexroth's acquisition of filter manufacturer K & H Eppensteiner. Eppensteiner filtration products will be rebranded Bosch Rexroth. New to the existing range will be the LE (N) 0040-0400 series filtration system, which has a filter head design resulting in a "cyclone effect" diverting the inlet flow in a specific direction. The design enhances flow and dirt absorption capacity, a company spokesperson said.



The new product portfolio will also contain filter accessories, including filter programmes, oil purification, measuring

instruments and specific condition monitoring systems.

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

Wireless compression load cell from Straightpoint





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For more information and stand bookings please visit: www.gisexpo.it

EVENTS DIARY

MATEXPO 2013

4 - 8 September 2013

Kortrijk, Belgium

www.matexpo.com

SC&RA CRANE & RIGGING WORKSHOP

18 - 20 September 2013

Orlando, Florida, USA

www.scranet.org

BAUMA AFRICA

18 - 21 September 2013

Gallagher Convention Centre

(GCC), Johannesburg,

South Africa

www.messe-muenchen.de

INTERNATIONAL RENTAL CONFERENCE CHINA

14 October 2013

Beijing, China

www.khl.com/irc

BICES 2013

15 - 18 October 2013

Beijing, China

www.e-bices.org

HEAVY EQUIPMENT MODEL SHOW

20 October 2013

Lancashire, UK

heavyequipmentmodelshow.

infos@yahoo.co.uk

WORLD CRANE AND TRANSPORT SUMMIT

29 and 30 October 2013

Amsterdam, Netherlands

www.khl.com/wcts

INTERNATIONAL TOWER CRANES

4 and 5 November 2013

Berlin, Germany

www.khl.com/itc

ICEF INTERNATIONAL CONSTRUCTION ECONOMIC FORUM

20 - 22 November 2013

Amsterdam, Netherlands

www.khl.com/icef

INTERMAT MIDDLE EAST

14 - 16 January 2014

Abu Dhabi

www.intermatme.com

CONEXPO 2014

4 - 8 March 2014

Las Vegas, Nevada, USA

www.conexpoconagg.com

INTERNATIONAL RENTAL EXHIBITION

24 - 26 June 2014

Amsterdam, Netherlands

www.ireshow.com



Picture of the month

The July issue Picture of the Month was sent in by *International Cranes and Specialized Transport* reader Tim Maughan. The picture, which was taken recently during a boat trip around the Port of Kobe, shows several dockside cranes at the port in Hygo, Japan. A pair of the many dock cranes is engaged in a tandem lift on a large steel fabrication. The Port of Kobe has a total of 45 gantry cranes.

PEOPLE NEWS

■ Ainscough Crane Hire has appointed **ROBIN RICHARDSON** as its new managing director. Richardson will take over from **NEIL PARTRIDGE** who, after 18 years of working with Ainscough, will retire. Prior to joining Ainscough, Richardson was managing director for Northern Europe at Aggreko, a generator rental company. He has also held senior positions at Avery Weigh-Tronix.



■ Alabama, USA-based Fontaine Heavy-Haul has appointed **NEIL ROBERTSON** as director of research and development.

He will report to Randy McGuire, Fontaine Heavy-Haul president. Robertson brings to the role 30 years of experience in the trailer industry. He worked in engineering, design, management and ownership of trailer manufacturing companies throughout the UK. After starting

his own trailer business in Glasgow, Scotland, he emigrated to the USA in 2007. Fontaine Heavy-Haul is the low bed and extendable trailer business unit of Fontaine Trailer.

■ Specialized transport company Omega Morgan in the USA has hired **JEFF CARPENTER** as vice president of operations. Prior to his new position, Carpenter was vice president of global operations at Brooks Automation, Chelmsford, Massachusetts, USA and Portland, Oregon. John McCalla, Omega Morgan president and CEO, said, "Adding Jeff to Omega Morgan's senior leadership team is part of our strategy to support the company's growth and to ensure the best possible services for our customers."



■ The All Erection & Crane Rental Family of Companies in the USA has named **JAMES DOOGAN** as

the new regional sales manager for both Central Rent-A-Crane and Central Contractors Service.

Doogan has been in the crane rental industry for more than 20 years and he has worked as a crane operator. He will serve both Central brands, reporting to general managers Ed Kocsis at RAC and John Martello at Contractors Service.



■ Bosch Rexroth has appointed **ALASTAIR JOHNSTONE** as managing director in the UK. Johnstone will have business responsibility for UK locations. In his previous role Johnstone was responsible for the Glenrothes site, Scotland, where hydraulic motors for vehicles and plant equipment were manufactured. The facility has twice received the Queen's Award for Enterprise for outstanding achievement.



■ 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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WORLD-CLASS SPEAKERS



KEYNOTE SPEAKER

José María Aznar

Former Prime Minister of Spain

Mr Aznar will explore the importance of infrastructure investment within the context of globalisation and the need for innovative finance models at a time of government austerity. He will also focus on building stability and encouraging development in Latin America, where Spain has many links.

PROGRAMME

WEDNESDAY 20TH NOVEMBER

EVENING:

Welcome & drinks reception

THURSDAY 21ST NOVEMBER

MORNING:

**International Construction issues
& keynote address**

AFTERNOON:

Managing complex international projects

EVENING:

Gala dinner & ICEF awards ceremony

FRIDAY 22ND NOVEMBER

MORNING:

**Improving safety & efficiency through
modern construction equipment**

OTHER SPEAKERS INCLUDE



Jules Janssen

Treasurer of European
International Contractors and
head of construction at Besix



Scott Hazelton

Director of the IHS Global
Insight's construction and
manufacturing industries
practice



Miguel Jurado Fernández

General Manager of FCC
Construcción



Zeng Guang'an

President of Liugong



Simon Purchon

Business development
director, Mobile Assets,
Babcock International



Paul Howard

Consultant with
Off-Highway Research

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- Demolition & Recycling International* ☐
- International Construction* ☐
- International Construction Turkey* ☐
- International Rental News* ☐
- Vinç & Proje Taşımacılığı* ☐
- Yikim* ☐

E-NEWSLETTERS

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- Access International e-newsletter* ☐
- Access, Lift & Handlers e-newsletter* ☐
- Construction Latin America e-newsletter* ☐
- Demolition & Recycling International e-newsletter* ☐
- International Construction China e-newsletter* ☐
- International Rental News e-newsletter* ☐

2 ORGANISATION TYPE

- Construction Contractor/Consultant ☐
- Crane Rental ☐
- Specialized/Heavy Transport ☐
- Industrial Establishment ☐
- Docks/Harbours ☐
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- Agent/Distributor ☐
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- Windpower ☐
- Other ☐

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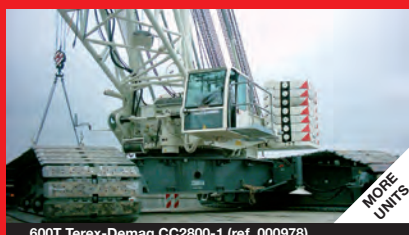
1250T Liebherr LR1800 (ref. 001051)



Liebherr LR11200 (ref. 001400)



CC4800 (ref. 430)



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



400T Liebherr LR1400-2 (ref. 000590)



400T Liebherr LR1400-2 (ref. 000794)



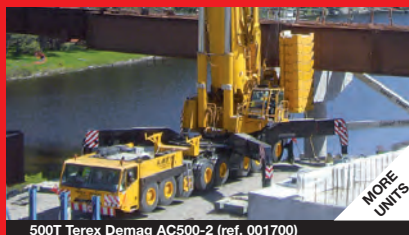
350T Liebherr LR1350-1 (ref. 000784)



300T Demag CC1400 (ref. 000687)



180T Sennebogen 5500 (Ref. 000729)



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



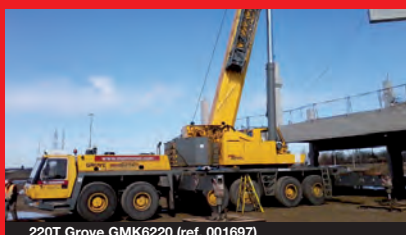
450T Grove GMK7450 (ref. 001693)



30T Liebherr LTM1030-2 (ref. 000819)



300T Liebherr LTM1300 (ref. 001719)



220T Grove GMK6220 (ref. 001697)



130T Grove GMK5130-1 (ref. 001209)



100T Terex Demag AC100 (ref. 001047)



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



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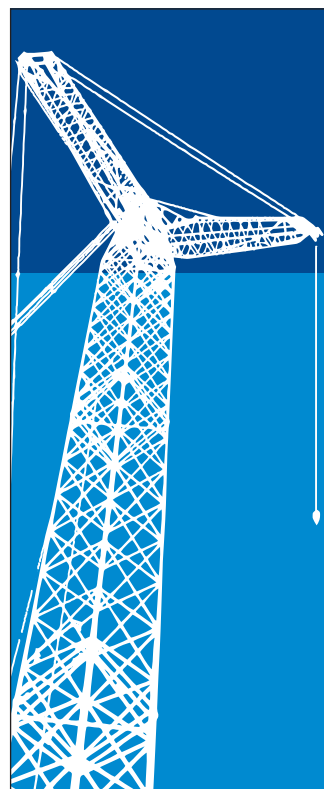


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Demag
CC4800 TwinRing
1986

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Demag
CC 2500-1
2009

select



Grove
GMK 4100L
2007

select



Liebherr
LR 1130
2008

select



Spierings
SK 498-AT4
2008

select



Grove
GMK 3055
2006

select



Liebherr
LTM 1030-2.1
2005

select



Liebherr
LTM 1040
1999

select



Faun
MTC AF38
2008

select



Enerpac
SBL1100 gantries
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LIEBHERR	LTM1040	1991	40 TON
GROVE	GMK3050	1999	50 TON
FAUN	ATF70-4	1997	70 TON
DEMAG	AC250	2007	250 TON

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ZOOMLION	QUY70	2008	70 TON
LIEBHERR	HS 853 HD	1995	80 TON
HITACHI	KH230-3	1992	80 TON
KOBELCO	7100	2000	120 TON
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20 t



Krupp KMK 2020, 1993

25 t



Demag AC 25 /75, 1997

35 t



Terex Demag AC 35, 2004

40 t



Demag AC 40, 2000

40 t



Demag AC 40, 2004

50 t



Faun HK 50, 2007

70 t



2 x Demag AC 60, 2002 & 2004

80 t



Tadano Faun ATF 80-4, 2003

160 t



Grove GMK 5160, 1999

Further cranes / Coming soon

35 t, Grove GMK 2035, 2005

60 t, Tadano Faun ATF 60-3, 2008

60 t, Liebherr LTM 1060-2, 2002

100 t, Liebherr LTM 1100-5.2, 2009

500 t, Liebherr LTM 1500 SL, 1999

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STOCKLIST

TELESCOPIC AT-CRANES

Capacity	Manufacturer	Type	Year	Drive/Steering	Boom/jib (m)	Delivery
400 t	Demag	AC 1200 SL	1992	14 x 6 x 12	58/19.5/78	direct
250 t	Demag	AC 665 SL	1996	12 x 8 x 8	58 / 22 / 65	direct
120 t	Liebherr	LTM 1120-1	2000	10 x 8 x 10	56 / 28	July
120 t	Demag	AC 120	2000	10 x 6 x 8	60 / 17	direct
100 t	Grove	GMK 4100 L	2008	8 x 8 x 8	60 / 22	direct
80 t	Faun	ATF 80-4	2005	8 x 6 x 8	48 / 16	July
80 t	Demag	AC 80-1	1998	8 x 6 x 6	50	July
80 t	Demag	AC 205	1994	8 x 6 x 6	50	July
80 t	Krupp	KMK 4080	1993	8 x 6 x 8	43 / 13	direct
70 t	Liebherr	LTM 1070-4.1	2007	8 x 4 x 8	50 / 16	July
70 t	Faun	ATF 70-4 (2x)	1999	8 x 8 x 8	40.5 / 16	direct
70 t	Krupp	KMK 4070	1995	8 x 6 x 8	38 / 16	direct
70 t	Liebherr	LTM 1070	1986	8 x 8 x 8	35 / 10	direct
60 t	Liebherr	LTM 1060/2	2000	8 x 6 x 8	42 / 17	direct
60 t	Krupp	KMK 4060	1990	8 x 8 x 8	35 / 16	direct
60 t	Grove	AT 865	1990	6 x 6 x 6	35 / 18.5	direct
55 t	Liebherr	LTC 1055-3.1 (2x)	2005	6 x 6 x 6	36 / 7.8	direct
55 t	Grove	GMK 3055	2005	6 x 6 x 6	43 / 15	direct
55 t	Grove	GMK 3055	2004	6 x 6 x 6	43 / 15	direct
55 t	Krupp	KMK 4055	1989	8 x 6 x 8	35.1 / 16	direct
50 t	Faun	ATF 50-3	2000	6 x 6 x 6	38.6 / 16	direct
50 t	Grove	GMK 3050	1998	6 x 6 x 6	38 / 9	direct
40 t	Demag	AC 40-1 City	2000	6 x 4 x 6	31.2 / 13	direct
40 t	Liebherr	LTM 1040/1	1999	6 x 4 x 6	30 / 14.5	direct
40 t	Faun	RTF 40-3	1993	6 x 6 x 6	30 / 14.5	direct
35 t	Grove	GMK 2035	2000	4 x 4 x 4	29 / 15	direct
35 t	Grove	GMK 2035	1998	4 x 4 x 4	29 / 15	direct
35 t	Liebherr	LTM 1035-2	1988	4 x 4 x 4	26 / 8	direct
35 t	Liebherr	LTM 1030/2	2003	4 x 4 x 4	30 / 15	direct
35 t	Liebherr	LTM 1030/2	1998	4 x 4 x 4	30 / 15	direct
30 t	PPM	ATT 335	1997	4 x 4 x 4	27.4 / 15	direct
30 t	Luna	AT 30/27	1989	4 x 4 x 4	27 / 7	direct
30 t	Luna	AT 30/27	1989	4 x 4 x 4	27	direct
20 t	Krupp	KMK 2020	1994	4 x 4 x 4	20.5 / 3.8	direct

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180 t	Demag	TC 650	1981	10 x 6 x 6	60 / 48
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Liebherr LTF 1030-3
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Faun ATF 30-2 L
30 t YOM 1998



Liebherr LTM 1060-2
60 t YOM 2000



Demag AC 100
100 t YOM 2000



Demag AC 120
120 t YOM 2000



Liebherr LTM 1160-2
160 t YOM 1998



Liebherr LTM 1200-1
200 t YOM 2002



Demag AC 200-1
200 t YOM 2002



Demag AC 300
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MAN 41.464 8x4/4, Y. 2002



110 tm Liebherr, MK 110, Y. 2006



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

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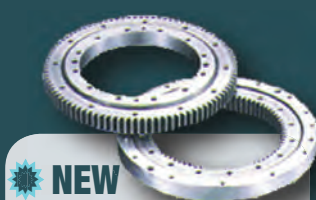
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30 t PPM ATT 335	1997	4x4x4	27,40m + 15,00m
30 t Liebherr LTM 1030/2	2003	4x4x4	30,00m + 15,00m
33 t P&H S 35	1987	4x4x4	25,90m
35 t Terex Demag AC 35	2006	4x4x4	30,00m + 15,00m
40 t Demag AC 40-1 City	2000	6x4x6	31,20m + 13,00m
40 t Liebherr LTM 1040-1	1999	6x4x6	30,00m + 14,50m
50 t Faun ATF 50-3	2000	6x6x6	38,60m + 16,00m
50 t Marchetti MG 50.3	1992	6x6x6	32,00m + 16,00m
55 t Liebherr LTC 1055-3.1	2005	6x6x6	36,00m + 7,80m
55 t Liebherr LTC 1055-3.1	2005	6x6x6	36,00m + 7,80m
55 t Krupp KMK 4055	1989	8x6x8	35,10m + 16,00m
55 t Grove GMK 3055	2005	6x4x6	43,00m + 15,00m
60 t Liebherr LTM 1060/2	2000	8x6x8	42,00m + 17,00m
70 t Krupp KMK 4070	1995	8x6x8	38,10m + 16,00m
70 t Faun ATF 70-4	1999	8x8x8	40,50m + 16,00m
70 t Faun ATF 70-4	1998	8x8x8	40,50m + 16,00m
70 t Faun ATF 70-4	1997	8x6x8	40,50m + 16,00m
70 t Liebherr LTM 1070-4.1	2007	8x6x8	50,00m + 16,00m
80 t Faun ATF 80-4	2005	8x6x8	48,50m + 16,00m
110 t Tadano Faun 110 G-5	2008	10x8x8	52,00m + 30,00m
120 t Demag AC 120	2000	10x6x8	60,00m + 17,00m
120 t Liebherr LTM 1120-1	2000	10x8x10	56,00m + 28,00m
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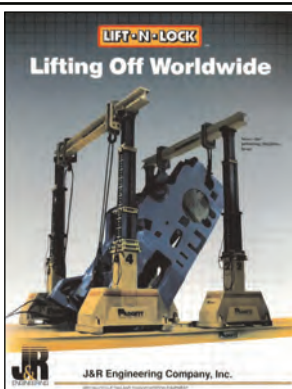
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Faun ATF 70-4 - 1994
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80 ton



Demag AC 205 - 1995
boom inspection 15-01-2013

80 ton



Krupp KMK 4080 - 1993

80 ton



Liebherr MK 80 - 2002

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Liebherr LTM 1100 - 1989

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Krupp KMK 8350 - 1987

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