

INTERNATIONAL

MARCH 2015
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cranes

AND SPECIALIZED TRANSPORT

INTERVIEW

Larry Weyers,
Manitowoc

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The Knowledge
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Paris 2015

Show guide



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◦ Crawler cranes (55-3600 ton)





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A second round of manufacturers' financial results, mostly full year 2014, have been coming in since last month and they are more positive than may have been expected. A couple of them even look spectacular, at least outwardly. Palfinger's headline is that annual sales have exceeded €1 billion for the first time. Fellow articulating crane manufacturer Hiab posted a 6 % increase in sales for 2014. At Tadano,

in the first three quarters of its financial year, to the end of 2014, sales were up an impressive 15.4 %. It was an increase of nearly US\$250 million on the same period a year earlier. For the full year, Tadano's forecast is for an almost 9 % increase on the previous 12 month period.

Of the other major international manufacturers, Liebherr's crane divisions performed well in 2014, maintaining a steady position for the overall group. At Terex, even within the crane businesses, it was a mixed picture. Terex Cranes sales were down, by 7.5 %, although at its Materials Handling and Port Solutions (dockside and factory cranes) business sales were up 4.75 %.

On the downside was Manitowoc where sales were down 8 %. Read new Manitowoc Cranes president Larry Weyers' views on this, the market and many other things in the interview with him on page 29.

Of the crane end users, Canadian company Entrec, for example (hopefully one of many), plans to spend US\$16 million in 2015 on new cranes and maintaining its fleet. Perhaps they will do some of their shopping in Paris, France, at the Intermat exhibition, coming up next month. In our comprehensive show guide to the 10th edition of this show, starting on page 15, we detail what's new and on show in cranes and specialized transport technology. While there is less in the way of new product than at previous shows, it is the year's biggest event for the industry, with visitors expected from around 150 countries, and well worth a visit.

An exciting new large (eight axle) all terrain crane in development by one of the above-mentioned manufacturers might not be announced by the time of the Intermat show but I am looking forward to seeing what other surprise new products might be in store, both there in Paris and through the rest of the year. I look forward to keeping you informed.

ALEX DAHM

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IN THIS ISSUE

ON THE COVER



Intermat 2015 in Paris, France, next month is the industry's largest exhibition of the year. Our full show guide this month starts on page 15.

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HIGHLIGHTS

■ Spanish tower crane manufacturer Linden Comansa has appointed Craneway AS as its dealer for Norway. Craneway is a new crane rental company business, set up by three partners, one of which, Jan Ståle Døhl, has more than 35 years of experience with tower cranes. The other two partners are owners Hæhre Entreprenør AS, one of Norway's largest construction companies, and the Mikkelsen group, a specialist in mobile crane rental and transporting machinery. In the next three to five years Jan Ståle Døhl said that Craneway will invest around €6 million (US\$6.7 million) in new cranes. Around €4.5 million (\$5 million) will be spent on Comansa flat top tower cranes in the next two years, he said. A three year plan will see the acquisition of between 30 and 50 tower cranes for rent, both to Hæhre and other companies.

■ Crane service provider Metallbau Nottrott in Germany has taken delivery of a 65 tonne capacity Tadano HK 65 truck mounted crane. The crane is fitted on a Scania chassis and has a 65 tonne capacity, maximum 41 metre boom and additional boom extensions up to 15.8 m. It has a maximum working radius of 46 m. The first task for the HK 65 was installing steel for a new industrial bakery factory in Eisleben. In total, 600 tonnes of steel was lifted onto the factory.

■ Cargotec reported 2014 sales at €3.36 billion (US\$3.83 billion), up 6 % on the previous year. Also up was operating profit, at €126.6 million (US\$ 144 million). Brands in the Finland-headquartered group include crane manufacturers Hiab, Kalmar and MacGregor. Mika Vehviläinen, Cargotec president and CEO, said, "Even though the overall financial results for 2014 were below our expectations, I am more convinced that we can meet our future targets."

Mixed picture for cranes at Terex

Sales at Terex Cranes for 2014 were US\$ 1.79 billion, down 7.5 % on the 2013 figure of \$1.93 billion. In the Materials Handling and Port Solutions division, however, which includes Demag industrial cranes and Gottwald dockside cranes, 2014 sales were up 4.75 %, at \$1.78 billion, from \$1.70 billion in 2013.

Ron DeFeo, chairman and CEO, commented, "Operationally, performance was mixed during 2014, and the fourth quarter was no exception. Our Cranes and Materials Handling & Ports Solutions (MHPS) segments had meaningful adjusted

operating profit increases in the fourth quarter, while our Aerial Work Platforms (AWP) segment was substantially below the prior year." Gross profit at Terex Cranes was \$313 million.

DeFeo continued, "For the full year, adjusted operating profit for the company as a whole was flat with 2013; however, the contribution varied by segment. Performance this year was led by adjusted operating profit improvements of \$54 million and \$23 million from MHPS and Construction, respectively. Cranes and AWP disappointed with adjusted operating

profit performance of \$35 million and \$25 million below 2013, respectively. Cranes performance was negatively impacted by lower net sales and AWP by productivity, product mix and higher material costs."

Order backlog for Terex Cranes at the end of 2014 was \$538.5 million, up 7.4 % on the \$501.2 million at the end of 2013. In the MHPS division, however, it was the opposite in that the end of 2014 order backlog of \$574.8 million was down 28.6 % on the \$805.3 million a year earlier.



Ainscough's first cranes from German manufacturer Böcker which specialises in building truck mounted units with aluminium telescopic booms

Eight Böcker cranes for Ainscough in UK

The final few units in an order for eight Böcker cranes will be delivered early March to Ainscough Crane Hire, the UK's largest mobile crane rental company.

UK dealer Kranlyft is supplying the AK 44/4000 models, largest in the German manufacturer's range of truck mounted cranes with aluminium booms. The booms on this model are 44 metres long and can

be retracted or extended hydraulically under the full load of four tonnes, the manufacturer said. The maximum is available out to 8.2 m and capacity is 500 kg at 30 m. Its working reach is 35 m and an hydraulically extendable jib is also available.

The small size and light weight of the crane due to its aluminium boom allowed its installation on a 4x2 rigid MAN type TGM 18.250 truck.

Sarens South Africa lifted a Boeing 737-300 airliner for South African aviation company Comair. The aircraft was lifted from the OR Tambo International Airport, across the R21 highway in Kempton Park, to the Comair training centre, where it will be used for training. The aircraft was 33.35 metres long, 18 m wide and 5 m tall and had a dead weight of 25 tonnes. Its engines had been removed and portions of the wings and tail had been clipped. To lift the aircraft to its new location, Sarens used a Liebherr LTM 1400, a Terex AC 500 and AC 200 wheeled mobile telescopic cranes. The lift was carried out overnight to allow several main roads to be closed. The new training centre will be built around the aircraft.



HIGHLIGHTS

■ Canada-based Entrec Corporation has revealed its 2015 business plan with a net capital expenditure programme of CA\$21 million (US\$16 million). Growth capital expenditure includes the addition of a Liebherr LR 1750 crawler crane for around CA\$7 million (US\$5.6 million) and a further CA\$4 million (US\$3 million) of investment on all terrain mobile cranes. An additional CA\$10 million (US\$8 million) has been set aside to maintain the company's fleets. Entrec's estimated revenue for the year ending 31 December 2015 ranges from CA\$200 million (US\$160 million) to CA\$240 million (US\$190 million), compared to estimated revenue of approximately CA\$230 million (US\$180 million) for the year ended 31 December 2014.

■ Spanish logistics company Amara has taken delivery of two Unic URW-1006 cranes from Unic Crane dealer Spain Crane International. The two 10 tonne capacity models from GGR Group have a working radius of 24.3 metres and a lifting height of 30.7 m. Pick and carry capacity is 1.5 tonnes and there is a safety interlock system for the outriggers. The model is 2 m wide when stowed. Work will include repair and maintenance of electrical infrastructure networks, a company spokesperson said.

New high for Tadano

Sales for the first three quarters (April to December 2014) of Tadano's 2015 financial year, were up by JPY 19.3 billion (US\$ 163 million), or 15.4 % to a new record. The Japanese crane manufacturer reported net sales at JPY 145.1 billion (\$ 1.23 billion), up from JPY 125.8 billion (\$ 1.01 billion) in the 3Q period from April to December 2013.

Operating income was up by JPY 6.1 billion (\$ 51.5 million) on the same period a year earlier. By product type the largest proportion of the income, at 67.1 % of the total, was from mobile crane sales (all terrain, truck crane and telescopic crawler crane),

up from 65.3 % in the same period a year earlier. Increases were also shown in all the other products, namely truck loader cranes and aerial work platforms.

Japan accounted for almost half (46.2 %) of the sales total, closely followed by North America with 18.4 %, Europe with 11.5 %, and the Middle East with 8.5 %. Other than the Middle East region sales, all these mentioned above were up on the same period a year earlier. For the full year, ending March 2015, Tadano forecasts total net sales of JPY 198,000 million (\$1.672 billion), up 8.9 % on the previous year. That

figure includes a 12.4 % rise for truck loader cranes and an 11.1 % increase for mobile cranes. By geography, the company expects increases as follows: more than 30 % in the Americas; more than 20 % in Europe; above 14 % in Latin America and the Caribbean; and nearly 12 % in Japan. Declines are forecast for Oceania, Middle East and Asia.

Note: Exchange rate: JPY 118.431 = US\$ 1 as at 16 February 2015.

PALFINGER EXCEEDS EURO 1 BILLION

Palfinger has exceeded €1 billion (US\$ 1.13 billion) in annual revenue. An 8.4 % increase in 2014 put the total at €1.06 billion (\$1.2 billion) for the full year. Earnings before interest and taxes, at €66.5 million (\$75 million), was down 10 % from €74 million (\$84 million) a year earlier. The Austria-based articulating crane, work platform and material handling equipment manufacturer attributed the decrease to fewer orders from Europe, Russia North and South America. The company forecasts a new record revenue for 2015 with growth potential in North America, Asia (primarily China) and in the marine business. Since the fourth quarter of 2014 Palfinger said it perceived stabilising demand.

Hiab launches 80 tonne-metre articulating crane

An 80 tonne-metre model has been added to Hiab's high capacity range of articulating hydraulic cranes. Deliveries have started of the Hiab X-HiPro 858 which offers an horizontal outreach of 34.5 metres and 38 m on the vertical. It is designed for versatility, to be suitable for many applications.

A remote control display is fitted on the transmitter and an additional external display is mounted on the base. It allows the driver to see crane capacity information for each angle of the jib, depending upon the stability of the truck.

Customer Josep Salavedra Ciurana, at Transgruas J Salavedra in Spain, where the heavy crane series is developed and built, said, "From a commercial viewpoint, the Hiab X-HiPro is a sound business proposition. Given the versatility of the fixing system it means I can now use the same

truck for two or three different applications. It reduces the investment in different trucks and also indirect costs, like maintenance, for my business. It's also important to have a trusted business partner like Hiab. I have always found that Hiab personnel try hard to meet my needs precisely and the support of the local team here in Spain is excellent."

Hiab's X-HiPro 858 is an 80 tonne-metre articulating crane from the high capacity series



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■ The Specialized Carriers & Rigging Association (SC&RA), KHL Group and the National Commission for the Certification of Crane Operators (NCCCO) are jointly organising a new event to promote careers in the US crane, rigging and specialized transportation industries. Lift & Move USA, to be held in Chicago, 16 and 17 June 2015, will offer high school students, young people studying at community and technical colleges and other new potential entrants to industry expert advice on careers and job opportunities to work with crane rental companies, specialized transportation businesses and equipment manufacturers. Lift & Move USA is the first event of its kind in the USA and has the support of SC&RA member and crane company Imperial Crane. An evening reception will be hosted at Imperial Crane near the venue hotel, the Chicago Marriott Midway. The event is organised in co-operation with SkillsUSA. For more information see page 51.

All Company in 40-unit Link-Belt crane deal

The All Family of Companies has expanded its national fleet with 40 new Link-Belt cranes. The deal includes 20 lattice boom crawlers from 110 to 200 US ton (100 to 182 tonne), six 110 ton (100 tonne) capacity TCC-1100 telescopic crawlers; nine truck cranes, including six 75 ton (70 tonne) HTC-8675 and three 100 tonne capacity (85 tonne) HTC-86100; four 210 ton (185 tonne) capacity ATC-3210 all terrain cranes and one 150 ton (135 tonne) capacity RTC-80150 rough terrain crane. Michael Liptak, All Family of Companies



One of the eight Link-Belt 218 HSL crawler cranes purchased by All Family of Companies

president, said, "This package consists of a few replacement cranes, since sales for used equipment have been strong, as well as many units that are new to the fleet. The deal is part of our commitment to planned fleet expansion. I want to emphasise that Link-Belt is a staple in our national rental fleet and growing with them, specifically considering that we are a Link-Belt dealer in Wisconsin, was important."

The new Link-Belt cranes will be delivered and distributed among the All Family of Companies' branches through 2015.

SB120 largest yet from Shuttlelift

Crane manufacturer Shuttlelift in the USA has launched the SB 120, a 109 tonne capacity single-beam, single-hook, rubber tyred mobile gantry crane. It is the largest crane from the SB Series to be manufactured at the company's Sturgeon Bay, Wisconsin, USA headquarters.

The SB 120 has a single traversing beam and a single-point hook. Due to the load

hanging directly underneath the single beam, the capacity is not dictated by a load chart or range diagram, the manufacturer said.

Kurt Minten, Shuttlelift director of industrial sales, said, "We are able to design it to accommodate even larger capacities if requested. We think our customers will find that the new SB 120 is ideally suited to today's marketplace, in which components are getting larger, and plant managers are looking for a

more cost-effective way to do business.

"Equipment versatility is the key. The more products you can lift with a single machine, the more efficient, and therefore the more profitable, your operation will be.

"In addition, as our customers have gained experience with the single-beam gantry crane, they have discovered additional lifting opportunities that cannot be handled by other types of lifting equipment."

NCSG ACQUIRES ENERGY TRANSPORTATION

Energy Transportation is being acquired by NC Energy Services, the US subsidiary of NCSG Crane & Heavy Haul, based in Edmonton, Alberta, Canada. NCSG is acquiring 100 % of the equity in Energy Transportation and will assume the ongoing operation including brand names, existing staff, customer and other contracts, leases to the facilities and the working capital of the business, according to NCSG.

Crane and trucking equipment previously owned by the business is being sold off on 25 March. NCSG is replacing that equipment by moving in equipment from its existing 20 branch network and buying equipment as necessary, to ensure that existing Energy Transportation customers continue to be served by the largest and most modern fleet in the region, NCSG said.

Dan McGlade Energy Transportation founder, said, "With access to NCSG's team of 700 employees and fleet of over 295 cranes, 235 lines of hydraulic platform trailers, 300-plus conventional trailers and specialized rigging equipment, we will be able to take on even larger projects and maintenance jobs and meet even more of our customers' needs."



The 109 tonne capacity SB 120 is the largest SB series Shuttlelift rubber tyred mobile gantry crane



Mammoet's proposal of the move was to jack up and slide the entire mosque to the new location using a jacking and skidding system

International heavy lift and specialized transport company Mammoet helped move a 2,400 tonne mosque in Jeddah, Kingdom of Saudi Arabia, to make room for a new hospital.

Nesma Trading is the main contractor on the project. The construction company was contracted by the Saudi Arabian National Guard (SANG) to build and expand five hospitals. Originally the mosque was going to be

Mosque move for Mammoet

demolished and rebuilt at a new location, taking around ten months to complete. To save time and to save the mosque from demolition, Nesma called on Mammoet to help move the entire building instead.

Mammoet's proposal for the move was to jack up and slide the building to the new location using a jacking and skidding system. This plan would not only help keep the mosque intact, allowing visitors to continue their prayers, but it would also help reduce any unnecessary disturbance for the hospital patients, a company spokesperson added.

The jacking and skidding proposal would take three months to carry out and would be the first time a project of

this type had been tried in Saudi Arabia. Engineering for the operation was done by Mammoet and subcontractor Techniek en Methode, part of the Bresser Group.

The first stage of the project began with the removal of the minaret using an hydraulic crane. Next, the ground underneath the mosque was removed and replaced by a supporting concrete base. Skidding equipment, including skid shoes, push and pull units, skid tracks and power packs, were then installed. Once all the equipment was set up, the mosque was skidded more than 120 metres to its new location. The process took less than 48 hours to complete, a spokesperson said.

See <http://bit.ly/1MUmmvn> for a video of the move.

UK crane rental company GH Johnson Crane Hire has bought two new CKE800G crawler cranes from Kobelco Cranes Europe. Adding the 80 tonne capacity lattice boom units increases the Kobelco count in Johnson's fleet to 18 units. The five added in the last 12 months were three CKE1350G and two CKE1100G crawlers. Paul Johnson, GH Johnson Crane Hire managing director, said, "In total, we will have upwards of 70,000 hours experience with Kobelco crawler cranes and have never had a serious breakdown or mechanical fault."





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Watch the Bruner story at www.manitowoccranes.com/igot130

POTAIN
by **Manitowoc**

Continued rally

Crane manufacturers' shares continued to rally in February, against the usual seasonal run of things. CHRIS SLEIGHT reports

Around late January or early February it is common for share prices to take a sharp dip, following the rally which usually starts in the run-up to the end of the previous year. It often seems as much due to human psychology as hard economic data, as the 'feel good factor' of Christmas and, perhaps, the incentive of year-end bonuses, sees share prices rise, only for them to tumble in January.

The trend has yet to materialise, with share prices continuing to climb through January and February. In February the Dow was up 4.58 %, while the FTSE gained 2.05 % to set a new record

high, eclipsing the previous one set in 1999, and the Nikkei 225 grew 6.36 % to a 15-year high.

Crane manufacturing was pulled along by this, with the IC Share Index managing to outstrip the gains of the mainstream indexes with a 7.76 % rise in value between weeks 5 and 9. All the companies which make up the Index saw their share prices rise in value in February, and many manufacturers enjoyed double-digit gains.

This all seemed to be a product of the generally buoyant economic outlook.

The main component of this is the low oil price, which is expected to be a significant

stimulant to economies around the world, particularly those like Europe which are net importers of oil and where energy costs are relatively high.

Stimulation

A key for Europe is the quantitative easing (QE) announced by the European Central Bank in January; this should stimulate the economy and has already triggered depreciation in the Euro.

This is one of the reasons why shares for companies headquartered in the Euro zone have been particularly strong this year. It has also lifted share indicators in the currency bloc, including Germany's DAX and France's CAC 40.

As it stands, these positives seem to be outweighing the negatives that dogged markets last year.

It remains to be seen how these factors play out this year. While the fall in oil prices is generally positive for major developed economies such as Europe, Japan and the USA, it is not universal good news and will cause a problem for countries which rely on oil and other energy exports. Obvious examples include the Organisation of Petroleum Exporting Countries (OPEC), and Russia, which was already suffering the impact of sanctions.

So it remains to be seen whether the economic and share price growth will be sustained, or negative news will burst the bubble.

MARCH IC SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	PRICE CHANGE	% CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
IC Share Index*		68.05	73.33	5.28	7.76	63.65	15.21
Legacy IC Share Index**		329.89	364.27	34.38	10.42	393.23	-7.37
Dow Jones Industrial Average		17417	18214	798	4.58	16273	11.93
FTSE 100		6808	6948	139	2.05	6804	2.11
Nikkei 225		17674	18798	1124	6.36	14841	26.66
Hitachi Construction Machinery	YEN	2202	2213	11	0.50	1974	12.11
Konecranes	€	26.90	30.93	4.03	14.98	25.54	21.10
Kobe Steel	YEN	208	236	28	13.46	139	69.78
Liugong	CNY	10.29	11.35	1.06	10.30	5.81	95.35
Manitowoc	US\$	19.24	22.11	2.87	14.92	30.98	-28.63
Palfinger	€	22.78	26.05	3.27	14.35	29.06	-10.36
Sany Heavy Industry	CNY	8.14	8.52	0.38	4.67	5.75	48.17
Tadano	YEN	1431	1549	118	8.25	1319	17.44
Terex	US\$	23.04	27.37	4.33	18.79	44.14	-37.99
XCMG	CNY	11.87	13.50	1.63	13.73	6.95	94.24
Yongmao Holding	SGD	0.14	0.20	0.07	48.15	0.21	-4.76
Zoomlion	CNY	6.12	6.26	0.14	2.29	5.00	25.20

*IC Share Index, 1 Jan 2011 = 100

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

EXCHANGE RATES – VALUE OF US\$

CURRENCY	VALUE AT START	VALUE AT END	VALUE CHANGE	% CHANGE	VALUE 12 MTHS AGO	12 MTH % CHANGE
CNY	6.248	6.270	0.0222	0.36	6.06	3.46
€	0.8815	0.8913	0.0098	1.11	0.7376	20.84
Yen	117.77	119.31	1.53	1.30	102.51	16.39
UK£	0.6630	0.6497	-0.0133	-2.01	0.6119	6.18

Period: Week 5 - 9

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The main event

INTERMAT Paris

Already looming fast is April's Intermat, the industry's biggest exhibition of the year. IC presents its show guide to help you plan your tour of the main attractions

INTERMAT AT A GLANCE

WHAT: Intermat construction equipment exhibition

WHEN: 20 to 25 April, opening hours 09.00 to 18.00

WHERE: Paris-Nord Villepinte, Paris, France. The exhibition centre is 30 minutes north of Paris by public transport (RER line B) and five minutes from Paris-CDG airport

From 20 to 25 April 2015 at the Paris-Nord Villepinte site in France, this 10th edition of Intermat where around 1,200 exhibitors will occupy 375,000 square metres of exhibition space.

Organiser Comexposium expects to attract around 200,000 visitors. Comexposium said that 238 new brands have registered for the show. Big names at the 2015 event include Atlas, Goldhofer, Kobelco, Liebherr, Scheuerle, Sennebogen, Terex and Zoomlion.

A new exhibition layout has been introduced in that as well as using the new Hall 7, the show will also take up the outside demonstration areas together with halls 5A, 5B and 6; instead of halls 3 and 4.

Highlights for visitors include new all terrain and tower cranes from Liebherr and Terex, plus a tower crane operator elevator from the former. New from Sennebogen is the 640 HD duty cycle crawler crane and the 6113 telescopic crawler crane. Atlas will launch several articulating cranes while Unic Cranes Europe and Kranlyft/Maeda will display wide ranges of mini cranes.

Starting below and on the following pages is a selection of the crane and transport industry-related exhibits:



AMCS Technologies

On show from AMCS Technologies will be an updated version of the DCS60 anti-collision

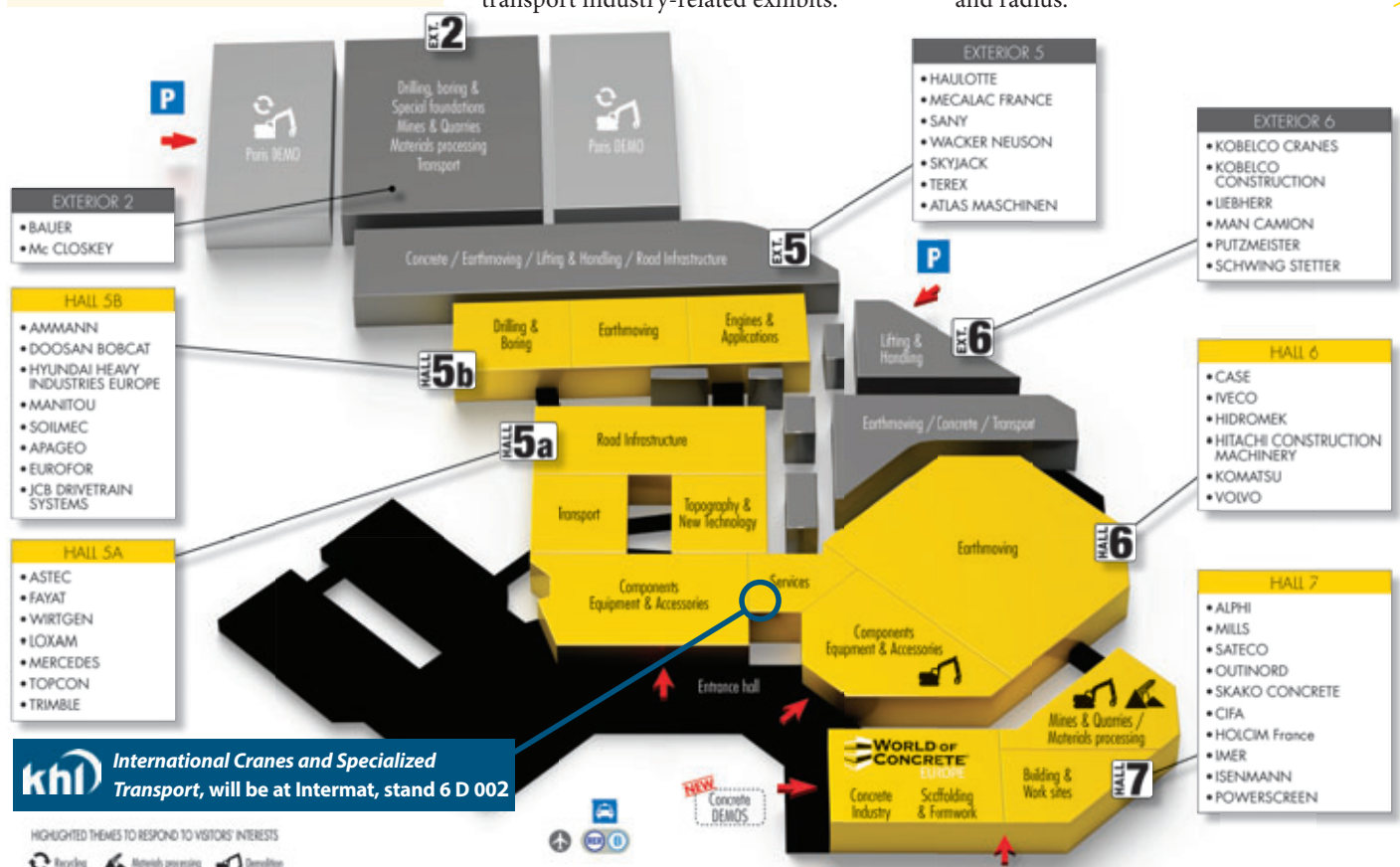
system. The product was

launched in 2012 and has since been updated with a new display function, a new data-logger feature and a wind speed recording capability.

"The DCS60 system is a crane operator aid for the management in 3D of interferences with static and mobile obstacles on jobsites," a company spokesperson said. It is designed to fit all types of crane.

The system provides users with access to data in real time over an internet connection. Data is presented to the operator on a two-dimensional colour 8.4 inch SVGA screen. The display shows information relative to crane movements and the surrounding environment such as time, wind speed, sensitive site areas and other cranes on site.

The DCS60SUP can monitor up to 60 cranes at a time and logs all events related to crane positions, including slewing, trolley, travelling and radius.





Atlas will showcase a number of cranes at Intermat 2015

Atlas

From hydraulic truck mounted crane manufacturer Atlas are two new models, a new radio remote control system and a new stability safety system. First of the new cranes is the AK 440.2, which has a three-fold extension and a 1 tonne capacity at its maximum reach of 22 metres. It has a large slewing torque and on-the-spot slewing movements, a support width of 7.4 m and stabilisers are offered as standard, fixed or vertical.

Also new from Atlas is the 206.3, which comes in variants from A2 and A8 (number of hydraulic extensions). Safe working load is 450 kg at its maximum reach of just less than 21 m. The model is available with various control options and support widths up to 7.4 m.

The new Atlas / Ahmeko stability control system is designed to guarantee the stability of a truck mounted with a loader crane. Four ultrasonic sensors mounted on the truck's axles measure distance to the ground and when one changes the crane is stopped automatically. The load on the vehicle and any counterweight are automatically taken into account. It is a simple and reliable system and is designed to work with all loader cranes.

Cummins

New configurations in Cummins' QSF engine series will be on show, focused on simplified installation packages intended for rental equipment applications across the 37 to 55 kW power range.

The non-charge air cooler (CAC) version of the 2.8 litre QSF has an upgraded fuel injection and combustion system. It is available at 49 hp and 65 hp (37 and 48 kW) ratings for both 2,200 min^{-1} and 2,500 min^{-1} applications. The

non-CAC ratings join the existing QSF2.8 line-up with CAC from 49 hp to 74 hp (37 to 55 kW) at 2,500 min^{-1} configured for applications with more demanding duty cycle requirements.

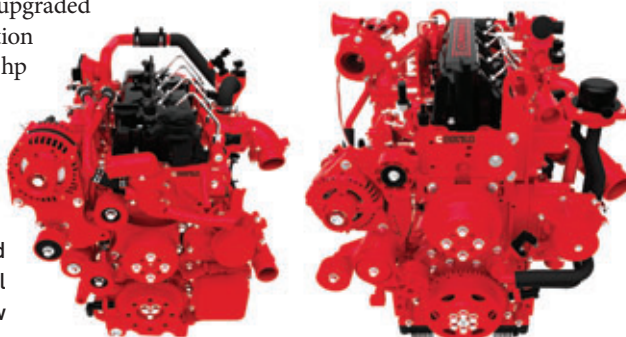
Also designed to meet Stage IV regulations, the QSF2.8 is joined by the QSF3.8, which will be available at a 55 kW rating with a "fit and forget" Cummins diesel oxidation catalyst (DOC).



FPT Industrial

A highlight on show from engine and power train manufacturer FPT Industrial will be the Cursor 16 engine. The 13 litre engine is designed for large construction and material handling equipment, including cranes and wheel loaders. It is compliant to Tier 4 Final/Stage IV emissions standards and offers power outputs of up to 570 kW with maximum torque of 3,320 Nm at 1,500 min^{-1} in its single stage version.

The Cursor 16 is the first FPT engine to have a cylinder head that is cast in compact graphite iron (CGI).



Cummins QSF3.8 and QSF2.8 engines will be on show



Goldhofer

Manufacturer of specialized transport equipment Goldhofer will showcase low loader semi trailers equipped with the MPA Axle Technology (pictured above) lightweight suspension system. It was developed with axle and suspension specialist BPW, hydraulic cylinder company Neumeister, and Heyd, a manufacturer of ball joints, links and other parts. Features include a 60 degree steering angle, 350 mm suspension stroke and a minimum loading height of 780 mm.

Goldhofer has extended the MPA range to include the MPA-V, a drop-deck version with removable gooseneck, and the MPA-K with a choice of goosenecks and front and rear bogies. In addition to the new suspension system, Goldhofer will also showcase a THP/SL modular vehicle.

Stefan Fuchs, Goldhofer CEO, said, "I am confident that the response to our exciting MPA axle technology will be just as convincing in Paris as it was at the presentations we made in Munich and the USA."

KHL Group

Publisher of *IC* and around 10 other construction industry-related titles, KHL Group is at stand 6D 002. Visitors are welcome to come and meet the team but be aware that we will be out and about around the show for much of the time.



Kobelco

On show from Kobelco will be the 250 tonne capacity CKE2500G (pictured above) and 135 tonne capacity CKE1350G. The 135 tonner is sold to Q Crane & Plant Hire Ltd in the UK. Features include a full hydraulic operating system right from the joysticks, with closed circuits and boom sections that can be put inside each other. G-series features include maximum winch speed available even at low engine rpm and an idle stop function. The Euro Stage IIIB / EPA Tier 4i engine reduces fuel

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consumption by up to 30 % over preceding models, according to the manufacturer.

Full main boom on the CKE1350G is 76.2 m and with the 27 tonne capacity fixed jib the maximum combination is 61 + 30.5 m. On the CKE2500G the full main boom is 91.4 m and maximum working radius is 96.6 m from the maximum boom and fixed jib combination of 76.2 + 30.5 m.

Liebherr Cranes

New in the mobile crane department from Liebherr is the 160 tonne capacity LTM 1160-5.2 wheeled telescopic crane. The 5-axle model was first presented in 2014 at the ConExpo show in Las Vegas. It has a 62 m telescopic boom and its carrier is 2.75 m wide. In addition to extra boom extensions, the LTM 1160-5.2 has a 1.8 to 19 m folding jib and can achieve a maximum hoist height of 99 m. The folding jib can be erected to an angle of 0, 20 or 40 degrees. For work in two-hook operation, a second hoist gear and a 2.9 m assembly jib and a rooster sheave is available. The LTM 1160-5.2 has a maximum ballast of 54 tonnes with a width of 4.27 m. It has a total weight of 60 tonnes for 12 tonnes per axle. Power comes from a single six-cylinder 400 kW Liebherr diesel engine compliant with Tier 4 Final. Its Liebherr Liccon2 crane control system also has an Eco mode, which helps minimise fuel consumption and noise.

All the cranes presented during the Interimat show by Liebherr will be available with the Liebherr variable supporting base. The VarioBase system makes it possible to individually extend crane supports while still maintaining safe operation with the load moment indicator. The system helps prevent accidents caused by incorrect operations, the manufacturer said.



In the towers

A highlight from the Liebherr-Werk Biberach tower crane division will be its facelifted version of the 160 EC-B flat-top tower crane, the new Liebherr 172 EC-B 8 Litronic flat-top. Unveiled for the first time, it is now capable of hoisting 2.1 tonnes at a 60 m radius at the jib head. The 172 EC-B has a capacity of 8 tonnes. It also has new transport designs, meaning the load hook and trolley can remain on the job pivot section during transport.

When combined with 120 HC, 170 HC or 256 HC tower systems, it has a maximum free-standing hook height of 71.4 m. Standard equipment includes a



The Liebherr 172 EC-B 8 Litronic flat-top tower crane

The LiUP crane driver access elevator from Liebherr will also be on show

37 kW frequency converter hoist gear, used in 2-line mode. Hook height up to 328 m and an empty hook speeds up to a maximum of 177 m per minute. A 45 kW frequency converter hoist gear is available as an option. The new 172 EC-B 8 Litronic is fitted with the Litronic crane controller system.

Also new for tower cranes from Liebherr is the LiUP crane driver access elevator. The 200 kg (two people or one and equipment) capacity LiUP is mounted inside the tower crane mast or, for smaller cranes, on the outside. It allows the operator to ascend and descend tower cranes with current and older mast systems instead of having to climb ladders to reach the operating cabin. It is a double rack 2 x 2 pinion design and maximum height of lift is 300 metres.

The length of the elevator's rails are matched to the mast section. No power supply cables, ropes or drag cables are needed, Liebherr said, as the electronically controlled system is powered by a lithium-ion battery. In emergency recovery situations the elevator can be operated independently of the tower crane.

Internal mounting is possible on Liebherr masts of 2.3 x 2.3 m and bigger. External mounting is required on the following: LC, 120 HC, 140 HC, 170 HC, 256 IC and 355 IC.

LSI Robway

The latest products on show from manufacturer of crane instruments LSI Robway will be the new underhook load cells. Made from aluminium, they are designed for all applications in the lifting industry, the manufacturer said. The load cells ship pre-calibrated with an accuracy of +/- 1 % of the working load limit. In addition, the wireless underhook load cells can be used with the new load cell communicator software.

The underhook load cells are made with a 5:1 safety factor on the working load limit and are proof loaded to 150 % of the capacity. Sizes range from 12.5 to 500 tonnes, with a line of sight range of 1,300 m. Power is from D-cell size lithium batteries. They can work in temperatures ranging from minus 35 to 60 degrees Celsius.



The 160 tonne capacity LTM 1160-5.2 wheeled telescopic crane

The RCI-8510 rated capacity limiter and crane controller will also be on display. The system has a daylight-readable colour graphic display and a range of sensors both for load moment and hoist rope tension load monitoring. The 8510 complies with national and international standards.

Maeda

Maeda distributor Kranlyft will display a range of Maeda mini cranes, including the new MK1033CW-1 and the updated MC285C-2 with 850 kg capacity searcher hook. The MK1033CW-1 knuckle boom crane is 750 mm wide and has a 995 kg capacity. It has a 6-section hydraulic luffing boom and jib, a maximum working height of 1.3 m and a maximum working radius of 9.9 m. The model is dual fuel and is ready for either a combination of petrol/LPG- or diesel-electric power. The machine is suitable for specialist lifting applications or in restricted areas on domestic and commercial construction sites.



Maxicargo

This French company will show a range of its capacity enhancement trailers for Renault Master or Iveco Daily size van chassis-cabs. An articulating crane can be mounted behind the cab and a large close coupled trailer is then attached, over the rear chassis, with its axle just behind the van's rear axle, effectively making an extended and increased capacity (2 tonne) pick up truck.

Maxicargo will exhibit its specialized trailer vehicles



The Rayco-Wylie i4500 all-in-one rated capacity indicator

RaycoWylie

Manufacturer of crane monitoring systems Rayco-Wylie will present the i4500 all-in-one rated capacity indicator (RCI). The system will be installed on a Unic spider-crane. The RCI is designed to monitor boom sequencing, outrigger monitoring, range limitation and wind speed. Data and camera images are displayed on a full colour screen. It is made to comply with European safety standards EN ISO 13849-1.

Scheuerle/Nicolas/Kamag

From TII Group, the main exhibits will be an MDEL-TP from Nicolas, a Scheuerle-Kamag K25 PB (Power Booster) and a Scheuerle self propelled modular transporter (SPMT) with blade adapter for transporting wind turbine blades.

"With the new low bed semi-trailer with Ackermann steering that we are taking to the Intermat, we provide flexible, robust and efficient quality vehicles," said Bernd Schwengsbier, Tii Sales chairman of the management board.

The Nicolas MDEL TP in a 1 + 4 combination being used to transport a rail locomotive to a repair centre



Sennebogen

German crane manufacturer Sennebogen will exhibit in Paris with its French sales and service partner Sygmat. New products on display will be the 6113 telescopic crawler crane and the new 640 HD duty cycle crawler crane. Green Line material handling machines will also be on show.

The 40 tonne capacity 640 HD crawler is powered by a 186 kW Caterpillar diesel engine. It is designed for heavy duty engineering work and can be configured with attachments, for example, a rope grapple or drag-line bucket. It has two 12 tonne freefall winches, a 41.1 m boom and auxiliary jib and fly boom as options. Its Maxcab comfort cab can be angled to 15 degrees and elevated by 2.7 m.

Also on display will be the 6113, Sennebogen's largest telescopic crawler crane. Its safe working load is 120 tonnes and it boasts a 40 m full power boom.

Configurations include fly boom and lattice boom extensions, extending the boom height to 70 m. It can also be operated out of level to a maximum of 4 degrees, Sennebogen said. It has 8 m long heavy duty travelling gear elements and 900 mm wide crawler track shoes. The model has a Starlifter telescopic undercarriage. Power comes from a 168 kW Cummins engine that meets Tier 4 Final emission standards.



Terex

Terex Cranes will have a number of products on display at its outdoor booth, including the Explorer 5600 all terrain crane. It was first seen at the ConExpo show in 2014. An focus from the beginning was to give it compact dimensions. Its total length is 14.3 m and the carrier is 2.75 m wide. Axle loads can be from less than 9.1, through 12 to 16.5 tonnes per axle where permitted, with 2,440 mm axle spacing and a maximum of 1.4 m front overhang,



The Explorer 5600 all terrain crane. It was first seen at the ConExpo show in 2014. The 160 tonne capacity model is on a five axle carrier and has all-wheel steering

the manufacturer said. It also has the new asymmetric outrigger positioning system.

Also on show from Terex will be the new CTT 181 flat top tower crane. The 8 tonne capacity model has a maximum jib length of 65 m and a maximum load moment of 180 tonne-metres.

Trimble

Demonstrations will be given of how Trimble's latest Connected Site solutions connect workers, machines and projects across the planning, design and construction lifecycle with its mix of hardware, software and mobility technologies. Data is delivered in real-

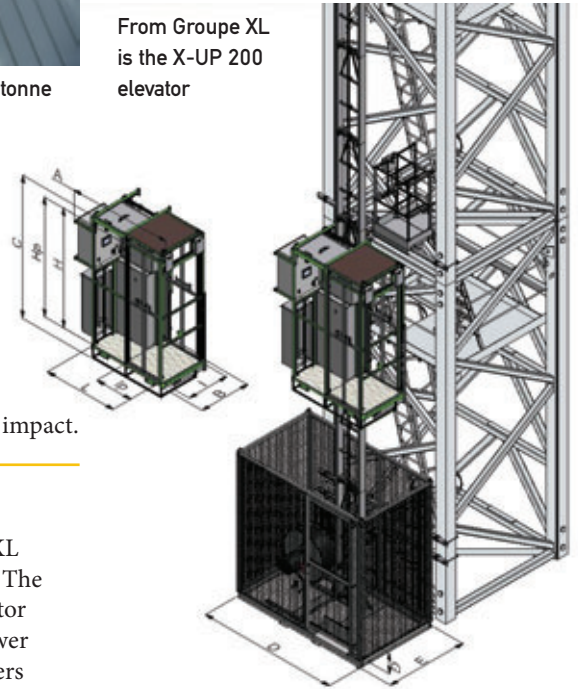
time to contractors and other project stakeholders to inform them about materials, people and other asset utilisation, with a view to improving productivity. Benefits include completing jobs faster, reducing costs, improving safety and reducing environmental impact.

Groupe XL

From hoist manufacturer Groupe XL in France is the X-UP 200 elevator. The rack and pinion construction elevator is designed primarily for use on tower cranes. It is fully automatic and offers

safe access for crane operators to get to their workstation, the manufacturer said. The X-UP 200 can be customised to suit individual cranes. It has a touch screen control panel and a corrosion-resistant finish. The mast is lubricated automatically and maintenance can be carried out from inside the cabin, a spokesperson added.

From Groupe XL is the X-UP 200 elevator



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Raising standards

As the focus on site safety and reducing crane accidents increases, the call for a global standard in training and certification is louder than ever. LAURA HATTON reports

Training and the subsequent certification is vital in helping to improve work site safety, and proper training and certification dramatically reduces the risk of having an accident on the job site. Jim Headley, Crane Institute of America president and Crane Institute Certification CEO, explains how, "Attending a good training programme ensures that operators, riggers, inspectors and other applicable personnel have at least the minimum amount of knowledge and skill required to perform their jobs safely and correctly."

Since training was first introduced in the USA, the Occupational Safety and Health Administration (OSHA) fatality and injury rate for operators and ground personnel has dropped, Brian Hough, Crawford Custom Consulting, adds. In addition, further studies in Canada show that training dramatically lowers the number of fatalities. Graham Brent, National Commission for the Certification

of Crane Operators (NCCCO) chief executive officer, says, "Studies conducted by the Province of Ontario and Cal-OSHA have proven beyond a shadow of a doubt that professionally developed and internationally accredited certification works. Construction Safety Association of Ontario and the government of Ontario, Canada, have kept data over a 40 year period. Between 1969 and 1978, 85 deaths were reported. While the province of Ontario had a licensing requirement, comprehensive training was not a required component until 1979. Training was implemented in 1979 and between 1979 and 1992, 43 deaths were recorded, a 50 % reduction."

Training and certification is, however, only the first step on the ladder to becoming a competent operator. Alan Johnson, Association of Lorry Loader Manufacturers (ALLMI) technical director, points out that other activities, such as product- and task-specific training in



the workplace, product familiarisation, in-house periodic monitoring and periodic refresher re-training and re-assessment, must also take place.

This approach to regular re-assessment and training is welcomed by many training providers and operators. When asked about the attitude towards training, Brian Hough told *IC* that even operators with many years of experience have said that they were surprised at just how much they can need training.

Manufacturers, such as Terex, also feel strongly about the subject. A spokesperson from Terex explains, "Training has always been beneficial and impacts safety directly. We are aiming to bring the awareness of the positive impact that training can have and offer a number of training services, including theory and practical learning. The more operators and technicians understand our models, technologies, and systems, the safer they will be in all crane aspects."

Ghislaine Jounay, Manitowoc Crane Care EMEA, Potain tower crane training centre manager, adds, "An adequate training course helps to improve proficiency, jobsite awareness and best practices, because the crane operator learns the appropriate procedure to complete the job from start to finish with the crane. It is also important to keep experienced operators up to date with the latest technologies and provide them with the required information at least every 10 years."

National standards

Levels of training and certification vary throughout the world. In the USA, OSHA enforces state and federal regulations that cover cranes, rigging, and other material handling equipment. Some cities, however,

Terex offers a multitude of training services, ranging from operator to service technician, from basic to advanced





Cab solution of the new Liebherr simulator for construction machinery

can have requirements that are even more stringent than state and federal OSHA.

Varying standards are also seen in Europe, where at present there is no standardised qualification for training and qualification, and companies tailor training to suit individual country requirements. Mini crane specialist GGR Group, for example, worked with the Construction Plant Competence Scheme (CPCS) and the Construction Plant-hire Association (CPA) to develop the A66 training category. The company also offers various training courses depending on country requirements.

"Our German Unic dealer, Mini & Mobile Cranes Korner, for example, currently offers two types of training to its German customers: a one day mini

crane operating course and a three day Mini Crane Driving Licence that includes one day of classroom based theory and two days of practical training," a spokesperson from GGR Group says. "Our Italian Unic dealer, Levo, is in the process of developing and launching training courses for crane operators."

The general issue is that there is not one certification to cover every crane model, tonnage, attachments, LMIs and operating systems, and as a spokesperson from Terex points out, this is an essential topic that needs to be addressed.

Brent adds, "Without a national standard for crane operator skills an employer cannot be sure of the qualifications of crane operators."

Harmonising standards around the world is a complex and time consuming task; however, associations have begun taking the first vital steps into making a national standard a reality. In Europe, for example, there have been discussions regarding the introduction of the European Crane Operators Licence. Further developments are also happening in Italy, where from March 2015, it will be compulsory for operators to hold a valid crane licence. In addition, a new crane operator certification is being developed in France by the French health and safety institute INRS, which is due to be implemented in 2017.

In the USA, the Accredited Crane Operator Certification ruling, which came

into force in August 2010, has also been relooked at, and under the new OSHA regulation, all crane operators involved in construction must be certified by an accredited organisation by 10 November 2017.

"The new OSHA regulation requires operators to be certified by type and capacity, rather than just type," Headley adds. "This is a vital ruling as it prevents an operator from being placed on a crane of a capacity higher than they are trained to operate."

The ruling has been welcomed by many institutes and training providers, as Hough points out, "There is a difference in operating a 50 tonne crane and a 500 tonne crane. Potential operators should have to obtain certification in all of the lower capacity cranes in order to qualify to operate the larger capacity cranes."

Training programmes

With a number of training requirements now needed to be met, training providers offer a variety of programmes. Crawford Custom Consulting, for example, offers

To help train personnel in lift planning, Crane Institute of America offers a lift director and lift planner course



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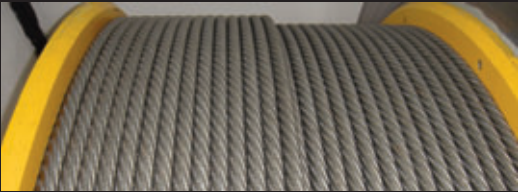
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Students taking part in the Crane Institute of America rigging programme

training, compared to the time required for training novices.”

ALLMI has also launched campaigns aimed at refreshing understanding of the safe use of remote controls and pre-use checks. “People become complacent or suffer from skills fade,” Johnson says. “To reach out to operators in between refresher training we have a number of campaigns, which consist of a free web-based video, a ready-made toolbox talks template and then additional materials such as a leaflet or in the case of the pre-use checks campaign, the launch of an ALLMI pre-use checks pad.”

To help train personnel in lift planning, Crane Institute of America offers the Crane Institute’s Management Training Curriculum four-day lift director and lift >

training for mobile cranes, articulating cranes, service truck cranes, digger derricks and overhead cranes. The courses also include rigger and signal person training. Certification is carried out by the NCCCO. Testing services include mobile cranes, rigger level I & II, lift director, and inspectors complete with onsite practical testing.

NCCCO offers 12 separate certifications for crane operators; six within the mobile crane operator, three within the articulating crane operator, tower crane operator, overhead crane operator, and digger derrick operator. Knowledge and skills in these areas are addressed through separate written and practical exams. All operator programmes require that candidates take and pass both portions of the certification.

In the UK, ALLMI offers training accreditation for lorry loader cranes, including lorry loader operator, slinger, signaller and crane supervisor. In addition, ALLMI offers certification by capacity and size and also offers accredited courses, including appointed person, thorough examiner and instructor. “The only course on which there is a distinction between types is on the operator course, whereby training cards are categorised to reflect items such as the size of lorry

GGR Group has centres in the UK which offer both training and testing for the CPC A66 category in Endorsements A, B, C and D



loader, attachment type and type of control system,” Johnson adds. “Most ALLMI courses are available in at least two differing lengths to accommodate levels of previous experience and, or, refresher

VIRTUAL TRAINING

To help train operators in a safe environment, training companies are turning towards virtual technology. The Crane Institute of America, for example, has a Vortex Simulator that simulates the operation of mobile cranes (both telescoping boom and lattice boom), overhead cranes and tower cranes. AIDT, the workforce development division of the Alabama Department of Commerce, also uses a mobile crane simulator. The simulator, which was donated by Crane Institute of America, is installed at AIDT’s Alabama Workforce Training Center in Birmingham, USA.

“It provides a similar experience that allows students to practice in a comfortable and safe environment with no danger to personnel or property,” Jim Headley says. “The instructor can use a common video game controller to quickly zoom around the scenario on their own screen and view the student’s LMI, allowing them a full view of every angle of the operation. The instructor can even change the weather, wind speed and direction, time of day, etc for heightened challenge.”

From Liebherr is a new simulator for deep foundation machinery and crawler cranes up to 300 tonnes. The simulator offers users a realistic computerised construction site, complete with buildings, roads, fences and even obstacles such as uneven ground or rock. The simulators have full HD flat screens, surround speakers and moving platforms. They are available in three configurations, including classroom, cab or containerised solution. “Using the crawler crane simulator the operator learns easily and efficiently how to operate crawler cranes in a safe environment,” a spokesperson from Liebherr says. “Above all, the various lifting tasks such as loading and unloading a semi-trailer represent a special challenge for the operator and can be fulfilled at different difficulty levels.”

Heavy lift and transport specialist Mammoet has installed a new simulator at the Mammoet Training Center in the Netherlands to train operators on the Mammoet PTC 140/200 DS super heavy lift ring crane. “The simulator is an exact replica of the crane’s operating system, and is fitted with an operator cabin, HD screens, server rack, crane control cabinet and instructor station,” a spokesperson from Mammoet says. The simulator is a custom made design built exclusively for Mammoet and is able to replicate different height and weight modes, weather scenarios and even different seasons. The simulator provides a chance for operators to carry out risk assessments and practice lifts in a safe environment before jobs are carried out on site. In addition, the simulator can also be used to show clients a visual demonstration of how lifts will be carried out and how long a lift could take.

Simulator training is also being made available at seminars. The North American Crane Bureau, for example, is hosting a three-day Lifting and Load Handling Training Expo in Cincinnati, Ohio, USA, in April 2015. The event includes seminars on rigging, inspector training, load charts, lift planning, ground support and current regulations pertaining to mobile cranes, overhead cranes, hoist systems, aerial work platforms, lift trucks, and other assorted lift equipment and gear.

OPERATOR TRAINING AND CERTIFICATION

The PTC simulator is to be used to train operators for the Mammoet PTC 140/200 DS super heavy lift ring-based crane



Signalperson certification is as critical to safe crane operations as certification of the crane operator



planner course. "The course identifies the responsibilities of the people involved in the lift and outlines ASME and OSHA requirements for lift directors, including site supervisor responsibilities, and lift planners," Headley says. Among the topics covered are pre-lift requirements, avoiding hazards, special lifting operations, and how to plan a lift from start to finish.

Site management is another area where training is vital. Crane Industry Services LLC and AGC Georgia, based in the USA, offer the Crane Safety for Site Management programme. The training programmes

focus on the notion of employee responsibility, and how employers and supervisors may be held accountable for decisions made and directions given. The programme covers several areas including crane selection, meeting OSHA regulations and ASME standards, defining roles and responsibilities of the crew, preparing the work site, process for assembly and disassembly of equipment, load charts, using correct rigging and standard international signalling, working around power lines and creating, documenting, and following lift plans.



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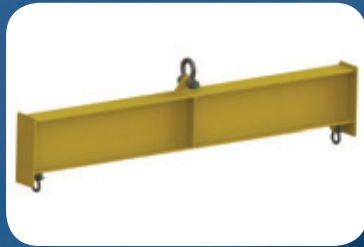
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Becoming agile

Larry Weyers, the new president at crane manufacturer Manitowoc, talked to D. Ann Shiffler, editor of *IC* sister magazine *American Cranes & Transport*, about recent developments at the company and the global outlook for the crane industry

Larry Weyers was named president of Manitowoc Cranes at a time when the company was making headlines worldwide. First came the news in late 2014 that investor Carl Icahn had acquired stock in the company. Next Icahn and other investors began calling for the company to split into two companies, one that manufactures cranes and one that manufactures food service (commercial catering) equipment.

In the first week of 2015, Manitowoc announced its intention to split into two publicly traded companies, and Icahn was given a seat on its board of directors. Beyond that, Manitowoc generated its own headlines, announcing a partnership with Germany-based Sennebogen on a new line of Grove-branded telescopic crawler cranes for sale in North and South America.

Weyers joined Manitowoc Cranes in 1998, after working for Kubota and as a part owner of Woods Equipment Company. He has been a major player in the company for many years – as a key player

in the acquisition of Potain and Grove, and he was deeply involved in the development of the company's Crane Care product support division. His transition to president started almost a year ago when the company announced its change from a region-based organisation to a product-focused one.

"For the last nine months we've been getting our stars aligned," Weyers says. "We've made some tremendous progress. It's made a difference in the speed of decision making. When we were organised regionally, it worked for many years but I think, somewhere along the way, we may have gotten hard to do business with from a customer's perspective.

"I think going forward, we are going to have to be much more agile as a manufacturer," he says. "I think all the investments we make in the plants, how we design and produce, and how we manage the build plans month to month, all of this will be around that agility."

Weyers says the focus will be on how they design cranes,

what they build versus buy, and how they automate their plants, especially in the higher cost places versus the lower cost countries. "It will be all about our ability to be better, faster and higher quality," he says. "And we have those systems now running."

In response to all the news about the company splitting, Weyers says he recently toured Manitowoc locations around the world and that crane division employees didn't see it as a big deal because the two companies are run separately. "I think internally you will see more anxiety from the people who are working in the shared services organisation, working for both Cranes and Food Services," he says.

The concept of splitting the two companies was not a matter of if, but when, Weyers says. "You have two large entities that have enough footing underneath to step out." While it's too early to tell, he said he thinks that the opportunity for the Crane division is the debt split. "I would expect Cranes to come out with a debt to equity ratio that's very favourable and allow us to be more aggressive," he says.

"My goal would be to grow the business. We went from US\$300 million to \$2.3 billion. I don't see why Cranes can't be a \$4 billion entity."

Weyers says that it's too early to know which of the corporate leadership will go with the Crane or Food Service divisions. Which of the two will Glen Tellock, head of the Manitowoc Company, go with? Weyers again said it was too early to tell. "He's a great guy and a great leader. I think he's done a yeoman's job of leading the company through all of this activity and making sure we are in control of what happens versus all the noise of someone else wanting to be in control of what happens."

Making sales

On the subject of crane sales, Weyers said that 2014 didn't

Larry Weyers, Manitowoc Cranes president, talks about how the cranes division has developed an agility roadmap for navigating strong and bumpy economic times

“I think going forward, we are going to have to be much more agile as a manufacturer.”

Larry Weyers,
Manitowoc Cranes president



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INTERVIEW

end up as expected for most manufacturers. "I think 2014 was an interesting year for a lot of crane manufacturers, specifically the North American market. The year started out with the polar vortex in the U.S. The primary markets of rough terrains and boom trucks were affected. Coming out of that winter, the market just didn't pick up, and that was a surprise to a lot of manufacturers. The rough terrain market was down over 20 % for the year. Economists predicted growth in non-residential construction and for highway work to pick up. None of that materialised."

When all that was happening, Manitowoc was starting to put in its "agility roadmaps." Even going into 2015, however, he said projections are not as good as he would like them to be. "Looking at the projections from what I call the heavies, Caterpillar's outlook is bad, and some of that is based on oil prices. Other construction equipment manufacturers are closing plants."

He said it's time to be cautious. "A lack of clarity drives indecision. People will sit and watch to see what happens. So I think the advantage we have is that as a global company we are in some markets that are going to be good and unfortunately, offset by some of the big markets that are going to be down. If the oil prices drag that down, and cranes play a big role in oil and gas exploration, I think it's going to be another bumpy year."

Commenting on a "mixed" global crane market, Weyers says, "We still see life in markets like the Middle East and Kuwait and Qatar. It's not so much just the oil, but there are infrastructure and rail projects. There's a lot of construction activity in Vietnam and Myanmar. Singapore has a lot of infrastructure projects. Germany is showing signs of life in the non-construction sector."

On the other hand, he said that the markets in France and Italy are dead. In the

UK, however, he said there is activity, primarily in tower cranes. "Brazil is still going to be down again, for another year. The advantage we have in Brazil is with the plant there we have huge market share, even though now it's a small market. But this has been offset by activity in Chile and Mexico. There are big projects in Venezuela. A lot of Korean contractors are doing work in Venezuela. In the U.S., the real wild card will be oil prices."

New sector

On the decision to enter the telescopic crawler crane market, Weyers says the company has been looking at North and South America for a couple years. "I've known Erich Sennebogen for 15 years, and we've always talked on and off about things they were doing and things we were doing. Telecrawlers started out as a niche market, and I think the versatility of the product has allowed it to figure into some more markets. The ability for us to come out with three models at one time made more sense to us, and to work with a partner like Sennebogen, that has the same values we have as far as the quality of the product and the level of performance, value and quality. Married up with our distribution and Crane Care, it was a pretty good match."

The decline in oil prices in the United States is a concern, Weyers says. "The way I would describe it is that this hasn't affected crane sales yet," he says. "As long as I've been with the company, when oil prices get below \$60 a barrel we see exploration slow down or stop and next you will see the higher priced production oil stop, such as shale oil, which costs more to produce per barrel. When oil prices are at \$48 or \$50 a barrel, you can't make money. When it really gets bad you will see the refineries stop doing the turnaround work. That work has been pretty strong. But it's too early to tell. Will these prices stay or will they go back up?"



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Space and time

Time and working area were two limiting factors on a bridge installation project done by Riga-Mainz in Germany. IC reports

Lifting and transport service provider Riga-Mainz used a 600 tonne capacity Liebherr LR 1600/2 crawler crane to install a railway bridge in Bad Wimpfen, Baden-Württemberg, Germany.

The lift was carried out for German rail company Deutsche Bahn (DB) as part of the expansion of the railway around Heilbronn. The new steel bridge weighed 355 tonnes and was 40 metres long.

Challenges on site included a small working area and a limited time schedule. To fully support the weight of the crane during the lift, two reinforced concrete ramps with a dozen 13 metre deep



One of the main supports threaded into the truss construction of the new bridge

piles were driven into the site for the foundation.

The crawler was configured with 54 m of main boom, 36 m of derrick boom, 65 tonnes of central ballast, 150 tonnes of slewing ballast and 350 tonnes of suspended ballast. The derrick was configured with a working radius of 18 m.

To get the bridge into position ready for lifting, Riga-Mainz used two parallel 10 axle self-propelled modular transporters (SPMT). With the section in position, two supports were threaded through the truss sections of the bridge and secured, ready for the lift.

With the cross beam and rigging equipment the LR 1600/2 hoisted the bridge into place. The total weight of the lift was 402 tonnes. Riga-Mainz used two other Liebherr cranes, an LTM 1200-5.1 and an LTF 1045-4.1, for set-up and support work. Kathrin Gottschang, DB Projektbau project management,



Positioning the 355 tonne load precisely on the abutments of the future railway bridge

said, "Riga was the only supplier to offer a solution using just one crane. The concept suggested by Uwe Langer [Riga-Mainz owner] was also the only one that included threading the cross beam through the bridge trusses."



Uwe Langer, Riga-Mainz owner, on the radio, here attaching the special cross beam



The LR 1600/2 reverses slowly on the concrete ramp with its 402 tonne gross load

The Rochdale Road

UK-based transport company RJ & I Wells helped with the removal of several bridge beams from a railway bridge in the city centre of Manchester, UK.

The bridge removal was part of a £1 billion (US\$ 1.5 billion) investment in the rail infrastructure in the North West of the UK.

The project includes raising the height of one of the bridges over the railway line which connects Manchester with Salford and West Yorkshire. The line is due to undergo electrification.

The bridge deck was made up of approximately 80 steel and concrete beams, each measuring 18 metres long. The beams formed two spans over the railway and weighed around 30 tonnes each.

For removal, they were prised apart with the aid of an excavator fitted with a hydraulic hammer. Once each beam had been separated from the deck, they were fitted with chains and lifted out by two 500 tonne cranes from UK crane rental company Ainscough.

The beams were then loaded onto a low loader from transport company

RJ & I Wells and moved further down a closed section of the Rochdale Road site.

A fork lift truck from the Wells fork lift truck rental fleet was used to unload the beams and stack them up ready to be removed from site.

During the following week most of the beams were transported to a facility in Skelmersdale for recycling.

The work was carried out overnight, with parts of the new bridge installed on the first weekend, and the remainder of the new bridge installed the following weekend. In addition to the installation of the new beams the final 16 beams from the old bridge were removed from the Rochdale side of the bridge and transported to Skelmersdale.

The project is part of an ongoing £38 billion (US\$ 58 billion) investment in the UK rail network by Network Rail.

Ainscough supplied two 500 tonne cranes to lift the beams onto the trailers



UPGRADED NOOTEBOOMS FOR KWS INFRA

KWS Infra put its first 4-axle Nootboom MCOS-58-04(EB) hydraulically steered semi low loader trailer to work. Nootboom upgraded the hydraulic steering to increase the steering angle to 45 degrees. They can carry loads up to 47 tonnes and are equipped with the SMART programme and have either a fixed or extendible load floor. In addition, the load floor has been strengthened for the transport of machines with a highly concentrated point load, such as road planers, the manufacturer added.



The latest MCOS hydraulically steered semi low-loader for KWS Infra, a leader in the road construction sector



The bridge deck was made up of approximately 80 steel and concrete beams, each 18 metres long



Road, rail and shipping transport



The 54 tonne excavator during transport

Netherlands-based specialized transport company Van der Vlist, helped with the transportation of a 54 tonne excavator to central Asia.

The excavator was transported from the Van der Vlist headquarters in Groot-Ammers, Netherlands, to Turkmenbashi in Turkmenistan. It was 11.28 x 3.45 x 3.59 metres. The journey

NEW TRAILER FROM ZWAAR TRANSPORT TWENTE

In the Netherlands Zwaar Transport Twente, Vehicle Systems Engineering and Recker, have developed a new 2-axle narrow bed low loader trailer.

Designed to transport combine harvesters, it has electric rear steering, which reduces weight as no steering beams are required. It was also designed without a turntable, so the height of the gooseneck has been reduced. In addition, the low loader has a fully programmable turning radius depending on the length of the trailer, the manufacturer said. It is also driveable at any height, without additional tyre wear, a spokesperson added. The first task for the trailer was the transportation of an old Mercedes emergency fire vehicle. The truck weighed 12 tonnes, was 2.55 metres wide, 9.3 m long and 3.16 m high, and was moved from Stuttgart in Germany to Enschede.



The new 2-axle narrow bed low loader from Zwaar Transport Twente

included a combination of road, rail and shipping transport.

For the first section of the journey, the excavator was transported by road to Bremerhaven, Northern Germany, on a Nooteboom 4-axle low loader pulled by a 5-axle Volvo FM 480. From the port, the excavator was loaded onto a vessel before being shipped to Paldiski in Estonia. In addition to the machine, 17 tonnes of additional cargo was also transported.

On arrival in Paldiski, the machine and additional equipment was transferred to the Paldiski rail terminal, slightly further inland from the port. Challenges during this stage of the move included dealing with the height of the cargo.

To reduce the height of the rail trailer, the tracks were removed. All parts were then secured in place for the onward journey to central Asia.

It took 42 days to deliver the excavator. On arrival in Turkmenbashi the machine was re-assembled, ready to start working.



The machine was transported on a Nooteboom 4-axle low loader behind a 5-axle Volvo FM 480 tractor

SAFE URBAN DRIVING WITH COLLETT & SONS

UK transport company Collett & Sons is offering Joint Approvals Unit for Periodic Training (JAUPT)-approved FORS safe urban driving courses.

The training sessions will be held at the Halifax Centre of Excellence Training Facility, in Yorkshire, UK.

The FORS course focuses on vulnerable road users, including pedestrians, cyclists and motorcyclists. Training includes practical 'on-road' cycle training, which is aimed at providing drivers with a cyclist's perspective or riding in urban environments, a spokesperson said.

Andy Mullen, Collett & Sons training manager, said, "We have created a safe urban driving course that has been JAUPT-approved for delivery as part of an LGV driver's CPC periodic training. This course is now available to companies similar to us who cannot afford to have drivers taken away from operations to attend a similar course located in London, or can't meet the requirements of having a guaranteed number of drivers attend on the same day for the course to be delivered."

Attending a safe urban driving course is mandatory under the *Standard for Construction Logistics: Managing Work Related Road Risk* (WRRR).

The training counts towards the 35 hours Driver CPC.



For more stories on specialized transport news and projects see: www.khl.com/ic

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ROPEBLOCK

The industry is experiencing a rise in the use of synthetic rope products and electric winches. LAURA HATTON investigates

A lighter alternative

Both steel wire ropes and synthetic fibre types have advantages and disadvantages, depending on equipment type, loads and frequency of use. Compared to steel wire ropes, for example, synthetic products are lightweight, easy to maintain and corrosion free, while wire ropes require maintenance and are susceptible to corrosion. Both rope types are, however, vulnerable to elemental occurrences, including wear and abrasion, Junaid Makda, Nylacast marketing manager, points out.

"From winch to the lifting attachment, the rope on a crane comes in contact with a number of different materials and components," Makda explains. "Abrasion, for example, can typically occur on a rope when it is being wound on a winch."

To prevent this problem from occurring, UK manufacturer of polymer-based products, Nylacast, has designed a low friction spooling shell which more effectively guides the rope to be wound. The company has also developed custom made rollers, guides, sheaves and pulleys, all manufactured from low friction polymer. The result is a synthetic component that is more accommodating to the rope compared to metal, as well as being corrosion resistant.

Manufacturer FibreMax is offering a new series of synthetic products, including a range of crane pendants. The pendants

are custom made and are available in a range of breaking strengths and lengths up to 150 metres. Longer lengths are available for luffing jib tower cranes, the manufacturer adds.

Wilco van Zonneveld, FibreMax business development manager, says, "Our synthetic pendants have up to 90 % less weight compared to steel pendants, no structural or construction stretch, high fatigue and a service life that is five times that of steel. The reduction in weight can help increase lifting capacity and boom length. The pendants have low assembly weight and are easy to transport, handle and install. In addition, they are corrosion free."

"The lightweight synthetic cables are used as boom suspension ropes (pendants) to replace heavy steel plate pendants or steel wire rope pendants. They can be used on all sorts of cranes, including crawlers, wheeled mobiles, luffing jib tower cranes and offshore cranes."

Latest products

Product manufacturers are also looking at synthetic fibre products as an alternative to steel wire. Bergen-based manufacturer of link chains Load Solutions, for example, has teamed up with manufacturer of synthetic products DSM Dyneema, to design and develop a synthetic link load chain. The link chains, branded as Tycan, will be made

Bridon Dyform
langs lay rope

from DSM's ultra high molecular weight polyethylene (UHMwPE) fibre, which is branded as Dyneema.

Dietrich Wienke, DSM Dyneema new business development manager, says, "DSM Dyneema and Load Solutions came together because we both understood the overwhelming advantages of link chains made with Dyneema. Our fibre is the only fibre in the world capable of giving the Tycan chains what they need: superior strength at lowest weight, unbeatable bending fatigue and abrasion resistance, plus excellent outdoor performance and endurance even in very harsh operating conditions."

Advantages of the Tycan chain include its ability to float on water and its resistance to chemicals and the effects of seawater. The chain can hold loads up to 600 tonnes and can withstand shock loads. In addition, the chain can be wrapped over cargo edges without suffering or causing damage.

Kjell Veka, Load Solutions managing director, explains, "The heavy steel chains that the cargo lashing market has relied on until now are difficult and noisy to use, they can rust, and they are tough on cargo, equipment and lashing crews. Tycan chains with Dyneema are up to eight times lighter than regular steel link chains with the same strength."

In the crane industry, manufacturer Manitowoc joined forces with manufacturer of synthetic rope Samson, to create a new alternative to wire ropes. The result was the

The Tycan link chains from Load Solutions and DSM Dyneema will be made from DSM's ultra high molecular weight polyethylene fibre



ROPES & WINCHES

introduction of the Manitowoc KZTM100 synthetic rope, which has since been introduced on all Grove rough terrain and truck mounted cranes (excluding the RT9150 and TMS9000). The synthetic fibre is supplied by DSM Dyneema.

"The KZTM100 Synthetic rope is 80 % lighter than wire rope and boasts torque neutral construction that eliminates load spin and cabling," a spokesperson from Manitowoc says. "The new hoist material also makes for easy handling, reeving and installation as it reduces kinking, bird caging and damage from other types of cable-spooling issues. The KZTM100 is corrosion resistant, requires no lubrication, is durable and easy to work with."

Synthetic materials have also been used in the new Union PowerMax Plus steel drag rope from rope manufacturer WireCo. "The wire rope has plastic enhancement that protects the rope core from material intrusion and fatigue," a WireCo spokesperson says. "It also has improved abrasion resistance and an increased service life."

The Union PowerMax Plus rope has undergone field trials at coal mines in

Wyoming, Texas and South Africa. The results showed that PowerMax Plus lasted more than twice as long as their previous drag ropes, increasing the time between rope replacements, the manufacturer says. PowerMax Plus is part of Union's PowerMax Plus family of products for drag ropes which also includes PowerMax PFV Plus, and PowerMax MD Plus.

Industry standards

Despite the rising popularity of synthetic materials, there are few standards for synthetic products, especially when compared to steel ropes and associated accessories. For wire ropes, manufacturers have to meet the *EN12999* standard for cranes. In addition, crane manufacturers include information regarding safety checks and discard criteria on wire ropes and winches. Crane manufacturer Hiab, for example, has included information in the instruction manual regarding daily checks. "If a wire is damaged then the driver should contact an authorised service centre," Lotta Clausen, Hiab vice president of communications, adds. "In addition, if any of the winches do not work properly the driver gets an error message via the Space security system."

Crane manufacturer Tadano also includes information on discard criteria in operation manuals. "We clarify the criteria of wire rope replacement at daily and monthly inspections of wire ropes for breaking, wear and corrosion, details of which can be found in the operation manual," a spokesperson from Tadano says. "We don't adopt synthetic wire rope yet; however, we are researching and reviewing

FibreMax crane pendants are custom made and are available in a range of breaking strengths and lengths up to 150 metres

The Palfinger rope tension control (RTC) system

synthetic wire rope to innovate it in the future."

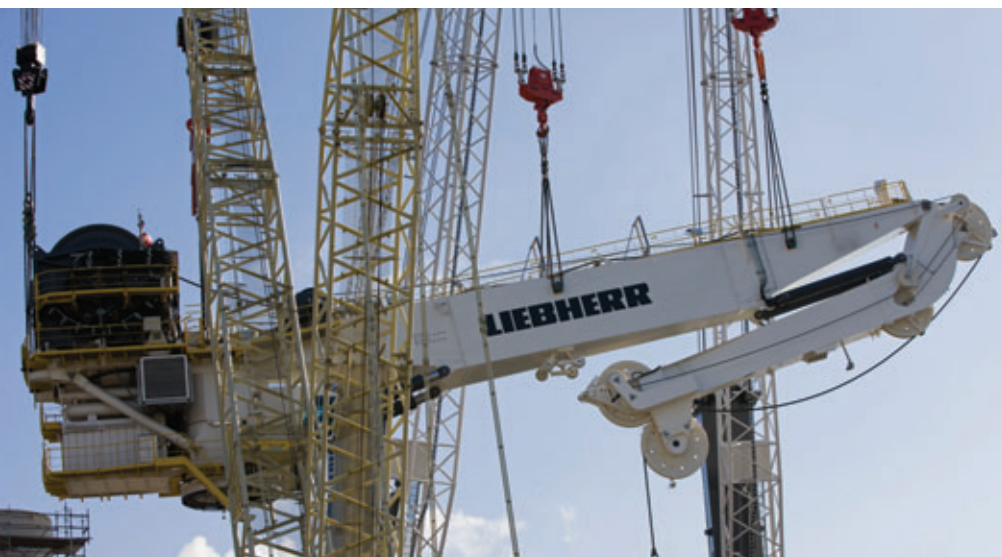
Manufacturer FibreMax has its own discard criteria in place, as Wilco van Zonneveld explains, "We have inspection and discard criteria on hand for our pendants during installation or before transport and storage. Our synthetic pendants are protected from damage and chafe by multiple layers of polyester webbing material. The outer layer is supplied in black as a standard colour but can be supplied in the colour of the crane as well, depending on customer specifications. The inner cover has a contrasting colour (generally red) which indicates that the pendant needs to be inspected or repaired whenever this colour is visible."

For synthetic ropes, manufacturers are looking to develop criteria similar to the steel rope discard *ISO 4309:2010 Cranes, wire ropes, care and maintenance, inspection and discard*. Manufacturer of steel wire and synthetic ropes, Bridon, for example, is involved with a number of projects with the objective of developing performance related criteria for synthetics. To help increase industry knowledge, the company uses the Bridon Technology Centre (BTC) for testing both synthetic and steel ropes in development.

John Churchfield, technology director for Bridon, says, "Advances are being made in synthetic material performance, but it remains quite sensitive to mechanical damage. Sharing learning from field trials of multilayer spooled, fully synthetic deep-sea trawl warps can actively inform development of synthetic crane rope. In addition, demands and extensive experience of the challenges of specialist high capacity cranes can identify the performance requirements and limitations of such ropes."

Winch requirements

Performance requirements and the effects of spooling are also influencing the design and function of winches. To meet the latest building designs that fall into the 'supertall' category of skyscrapers (buildings above 380 m), winches primarily need to offer high line speeds and have the ability to spool hundreds of metres of rope onto a drum. One example to meet these demands is the 215 LBR 120 winch from Manitowoc. >



The Liebherr RL-K 7500 has a patented horizontal winch shifting system to guarantee the ideal fleet angle of the rope. A vertical winch frame lifting system is also on the model

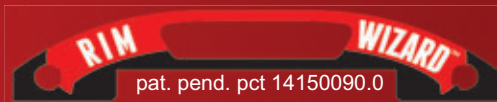
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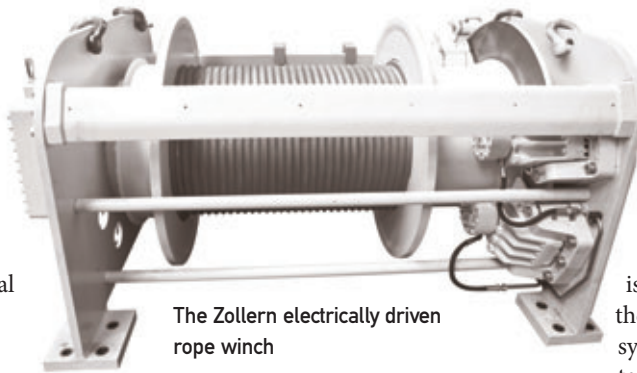
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ROPES & WINCHES

The 215 horsepower-rated electric winch accommodates up to 580 m of rope on the drum and, when working in single fall, this hoisting unit can lift loads of 2.3 tonnes at up to 256 m per minute.

From Germany-based mechanical engineering manufacturer Zollern is an electrically driven rope winch. The winch was originally designed for a draw works on a truck mounted onshore drilling device and is designed with an asynchronous motor and a specially designed drive unit and gearbox. To accommodate working on future drilling rigs, which will offer drilling depths of 5,000 m, the motor and planetary gear have been housed inside the rope drum.

Holger Graf, Zollern marine technology segment manager, says, "The new Zollern compact electric winch can be used in each type of crane, including shipboard cranes or bulk material handling cranes. In principle it is an electrically driven crane winch with an electric motor that is



The Zollern electrically driven rope winch

incorporated inside the drum."

The 340 kilowatt motor is oil-cooled and has been produced in-house, as has the two-stage planetary gear. An additional hydraulic emergency drive with two spur gear stages has been installed to prevent damage if the main drive unit were to fail. The winch has a cable pull on the drum of 160 kN and a maximum speed of 600 metres per minute. It has been approved by German technical inspection authority Technischer Überwachungsverein (TÜV). For work in explosive environments, all heat-generating components have been enclosed and braking temperatures do not exceed 200 degrees Celsius.

The latest winch design from Liebherr is on the 300 tonne capacity Liebherr RL-K 7500 subsea knuckle boom crane. It can handle loads down to a water depth of 3,600 metres and it has a rope diameter of 82 mm. To ensure optimised rope guidance, the crane has a patented horizontal winch shifting system, which, according to Liebherr, guarantees the ideal fleet angle of the rope under all load conditions in both hoisting and lowering operations. A vertical winch frame lifting system, which is also

patented, is also on the model. To reduce wear on the main wire rope, two hydraulic cylinders allow for the adjustment of the lifting height without moving the drum of the hoisting winch.

From crane manufacturer Palfinger is the rope tension control (RTC) and the synchronised rope control (SRC) system. The RTC is an automatic rope tensioning device that makes it easier to fold and unfold the crane with the rope reeved in and the fly jib mounted, the manufacturer says. The system automatically adjusts the rope length to match the movements of the crane.

Similar to the RTC, the SRC system automatically adjusts the rope length and maintains a constant distance between the pulley head and the hook block during operation of the rope winch. This allows loads to be traversed horizontally at a constant height without the operator having to adjust the rope winch. Sensors in the roller head are used to avoid collisions between the hook block and the pulley head. The system sends signals directly to the Paltronic 150, a spokesperson explains. "If the SRC is activated, it automatically makes the necessary adjustments to ensure that the distance between the pulley head and the hook block remains constant during any crane movements that lengthen or shorten the rope length. If the knuckle boom or fly-jib is lowered, the SRC again adjusts the rope winch to keep a constant distance between the lower block and the roller head," a spokesperson from Palfinger adds. The systems are available for SH crane models (SRC from PK 10002 SH and RTC from PK 27002 SH).



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A round up of news from the European Association of Abnormal Road Transport and Mobile Cranes

ASSOCIATION TRANSPORT OFFICER NEEDED

The Association is looking for a new transport officer as part of its strategy of expanding the activities of its transport section.

The priority of the new paid-for post will be to grow membership and contacts, especially in areas where ESTA is yet to be represented. The successful candidate is likely to be multi-lingual.

To find out more, or to apply, please contact Caroline van Geest at ESTA on: officemanager@esta-eu.org

European licence plans make steady progress

Ambitious plans from the European Association of Abnormal Road Transport and Mobile Cranes (ESTA) to create a European Crane Operator Licence (ECOL) are gathering momentum. Experts close to the project, however, warn that the complex work might not be completed for another two or three years.

The latest progress was due to be discussed at the ESTA March board meeting, as *IC* went to press. It is expected to be raised again at ESTA's General Assembly in Paris this April, during the Intermat exhibition.

Work on the learning outcomes – that is, what crane operators need to know – has almost been completed.

The focus will now shift to devising training programmes that will have the backing of the European Qualification Framework, the organisation responsible for overseeing the co-ordination of qualifications throughout Europe.

ESTA is also proposing to set up a separate governing body to run the licence scheme and is drawing on the experiences of similar initiatives in the USA and Australia, organised by the National Commission for the Certification of Crane Operators (NCCCCO) and the Crane Industry Council of Australia (CICA), respectively.

The ECOL project is being overseen by a special ESTA working group, comprising representatives from eight countries.

The move has been welcomed by the overwhelming majority among all of ESTA's 18 members.

Supporters believe that the licence will lead to higher standards, improve site safety and boost employment opportunities for qualified operators, making it easier for them to find work outside their home country. They also think it will reduce training and education costs and help make the European crane industry more competitive in global markets.

The licence will supplement, rather than supersede, existing national qualifications and is likely to be set at a higher qualification level than currently exists in most member states – so countering the fear among some in the industry that ECOL could become a “lowest common denominator” qualification.

“We strongly believe that there is a real need to have one standard in Europe, and that ECOL will significantly raise skills levels,” said Haydn Steele, safety and training manager at UK ESTA member, the Construction Plant-hire Association, and one of the experts driving the project.

Steele added, “There are many hurdles to overcome yet, and operators with a future European licence will still need to be aware of local rules and regulations, but the advantages of having everybody trained to the same benchmark are great.”



Haydn Steele

A PUSH ON EUROPEAN PERMITS

ESTA transport section vice-president, Wim Richie, has made a new call on Europe's road transport authorities to help reduce paperwork and bureaucracy faced by the heavy transport industry and to adopt the Special European Registration for Trucks and Trailers (SERT). After a lengthy campaign by ESTA the SERT was launched ten years ago with European Commission support. Only the Netherlands has fully adopted it.

Many in the industry feel that an opportunity to boost efficiency and eliminate an obstacle to cross-border trade is being lost. SERT forms a key part of the *European Best Practice Guidelines for Abnormal Road Transport*, first published by the European Commission's transport directorate and which received the approval of the EC's road safety authorities back in 2005. It is intended to replace the many different national documents faced by heavy transport firms, reducing paperwork while making sure the authorities have the detailed information they need.

Wim Richie, also a former senior policy officer for the Dutch department of road transport, said, “SERT has great benefits for the industry. It will reduce costs as for every vehicle only one document is needed to give all the necessary information.”

Richie added, “What is more, SERT is a very effective way of registering modular trailers – that is, trailers that can be put together in different combinations even when different manufacturers are involved.”

In 2012 ESTA completed some new research and concluded that complying with different cross-border permit regulations costs the industry around €500 million (US\$560 million) a year. It believes this figure could be almost halved with a more efficient system.



Wim Richie





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ESTA UPDATE

Shortlist for the 2015 ESTA Awards

ESTA was due to announce the finalists of the organisation's much-heralded 2015 Users' Night and Awards, with the jury taking the final decisions as IC went to press.

Full details will be announced on IC's website at www.khl.com and on ESTA's website at www.esta-eu.org

The eventual winners will be revealed at the awards dinner itself which this year takes place on Thursday 23 April in Paris, France, during the Intermat exhibition.

The 2015 awards attracted more than 70 entries - a record number - and the jury reported it was impressed with the high quality.

In recent years, the awards night has become an important part of the industry's social calendar. Jointly run by ESTA and *International Cranes and Specialized Transport* magazine, the event attracts



The winners of the 2014 ESTA Awards at the ESTA Users Night and Awards Dinner 2014

top companies both from Europe and key international markets.

There are eleven awards in total with categories including crane, transport and SPMT jobs of the year, plus awards for safety, innovation and combined techniques along with the Gino Koster Award for the personality of the year, decided by the ESTA board of directors.

To book your place at the European industry's most popular event, go to www.esta-eu.org or www.khl.com/events

Last year's ESTA awards were held in Amsterdam, Netherlands



The 2015 ESTA awards will have eleven categories



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Around in the ground

MARCO VAN DAAL takes a closer look at what goes on around and underneath a crane when lifting wind turbine components

It is worth mentioning that the wind industry has been subject to a higher percentage of crane accidents than other industries. In the January issue of *IC*, Søren Jansen and Klaus Meissner wrote an excellent article on the safe use of mobile cranes. They highlight that (almost) all crane accident cases are caused by behavioural issues as opposed to technical issues. Behavioural issues cover everything from the way the operator handles the crane to how and where the crane is set up, engineering issues and incorrect

assumptions. Not all behavioural issues are the result of wilful wrongdoing but could be the result of simply not knowing. The laws of nature, however, always apply and are unforgiving.

The FEM 5.016 guidance paper that Jansen and Meissner refer to is a paper that every director, sales manager, supervisor and crane operator should read to understand how wind can affect a crane while erecting wind turbines and that underestimating or neglecting wind is no laughing matter.

In this article the intention is to give some more background information to aid in the understanding why lifting wind turbine components is different from performing other lifts.

$$T = 2\pi\sqrt{l/g}$$

The formula above was presented in the previous article. It calculates the period (T) of a free hanging load such as a nacelle. The period is defined as one full swing, i.e. the time it takes for the load to swing from the far left to the far right and back. Let's assume that we are lifting a nacelle to a 100 metre elevation. According to the formula the period (T) of the nacelle while at ground level (it has just been lifted off the transporter) is 20 seconds.

Once again, the formula does not take into account the weight (mass) of the nacelle nor does it take into account the (initial) amplitude angle. Amplitude angle being the angle the nacelle swings away from its vertical neutral position. Both amplitude angle and mass have no influence on the period (T).

Figure 1 shows the forces that play on a freely suspended load. This Figure is applicable for all suspended loads, irrespective of mass, length of rope and amplitude angle. The (near) horizontal component ($mg \sin \theta$) is the force that is responsible for decelerating the load and bringing it back to its neutral position which is vertical. For small angles of θ (Theta) this horizontal component is also the side force that the crane boom is subjected to. This force does not just stay at the boom; it transfers all the way down to

ground level and can result in an increase in ground pressure underneath the crane.

Figure 2 shows the different stages of a freely swaying suspended load: point A being the neutral vertical point, and points B and C being the extremes of the period (T) (with B being the left extreme and C being the right extreme). In each of these points the load possesses a certain amount of both potential energy and kinetic energy. Kinetic energy (K.E.) is the energy that the load possesses due to its motion, it is expressed as:

$$K.E. = \frac{1}{2}mv^2$$

m = mass of the load

V = velocity of the load

Potential energy (P.E.) is the energy that the load possesses due to its location, it is expressed as:

$$P.E. = mgh$$

m = mass of the load

g = gravity

h = height compared to its initial position

The sum of potential energy and kinetic energy is called mechanical energy (M.E.) Mechanical energy remains constant as long as we do not add or take away energy.

$$K.E. + P.E. = M.E. = \text{constant}$$

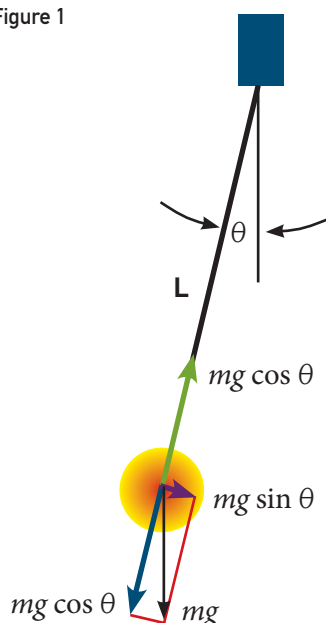
Back to Figure 2, if the load was hanging still and perfectly vertical it would be in point A. We therefore call point A the initial point or starting point.

Let us assume, however, that the load has just been lifted off a transporter and it is slightly swaying from left to right.

When it reaches point B, its velocity (v) decreases to zero (0) as it is about to reverse its direction. When the velocity (v) is zero (0) it means that its kinetic energy is also zero (0). It can, therefore, be stated that in point B the load only possesses potential energy. This potential energy is transformed from the kinetic energy and is equal to " mgh ". Since the mass and the gravity are constant, we can say that the potential energy (transformed from the kinetic energy) determines the difference in height (h) compared to its initial point. This makes sense as a faster swaying load will reach (obviously) higher. The same applies for point C.

In point A, where the load possesses no potential energy but only kinetic energy, the velocity of the load is at its highest. On either side of point A the velocity of the load decreases until it reaches zero (0) >

Figure 1



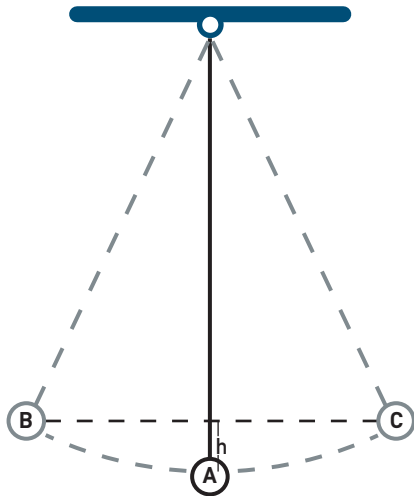
ABOUT THE AUTHOR



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

companies in the industry. His 20-year plus experience extends to five continents and more than 55 countries. It resulted in a book *The Art of Heavy Transport*, available at: www.khl-infostore.com/books Van Daal has a real passion for sharing knowledge and experience and holds seminars around the world.

Figure 2



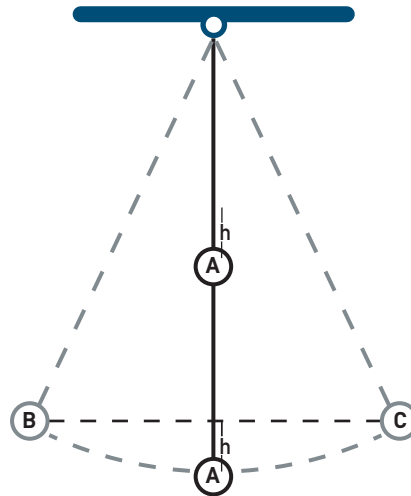
in point B and C. The load is now lifted to half its elevation, let us say to a 50 m elevation; the hoist wire above the load is also 50 m, as we started with a 100 m initial length (see Figure 3).

The period of the load has now been reduced to 14 seconds. The kinetic energy in point A did not change as we have not added or taken away any energy. Since the mass has not changed, the velocity in point A cannot have changed either.

As the load approaches point B, all of the kinetic energy is transformed into potential energy equal to mgh . As stated before, the mass (m) and the gravity (g) did not change. Therefore, the height (h) did not change either. However, as the length of the hoist wire has been shortened from 100 m to 50 m the swaying load makes a partial circle with a smaller radius (see Figure 4). According to the formula, the load will reach to height (h) but in order to reach that height it will sway to a larger amplitude angle θ (Theta).

Going back to Figure 1, we can easily see that a larger angle θ (Theta) results in larger (near) horizontal components $mg \sin \theta$. This larger force, as explained earlier, transfers all the way down to ground level and can result in an increase in ground pressure. And it gets worse. As we have seen, the velocity in point A has not changed between the initial lift with 100 m and 50 m hoist wire. The period of time (T) however has decreased from 20 seconds to 14 seconds. This means that the velocity (v) is now decreasing from maximum value (in point A) to zero value (in point B and C) in a shorter time (20 sec vs 14 seconds for the full period). Lifting the load another 25 m will reduce the period (T) to 10 seconds. The load sways increasingly more violent. This can only be achieved with an increased deceleration force. Any increase in any of the forces on the load automatically

Figure 3



transfer to a force onto the boom as well, and any force on the boom transfers to ground level and can mean an increase in ground pressure.

In summary, when we lift a load from ground level to a certain elevation it can result in an increase in ground pressure. This increase can have devastating results if not understood or accounted for.

Two questions should come to mind now: 1.) Why is this only applicable for wind turbine components? 2.) Why do I keep reading "can increase ground pressure" instead of "will increase ground pressure"?

1.) This theory is not only applicable to wind turbine components; accidents just happen more frequently while erecting turbines more than in any other industry. Why is that? Ask yourself, how often is an average crane taken to the limit in terms of boom length and, or, elevation and capacity combined? While you may not be able to answer that question, I can inform you that while erecting wind turbines it is almost 100 % of the time.

Figure 5

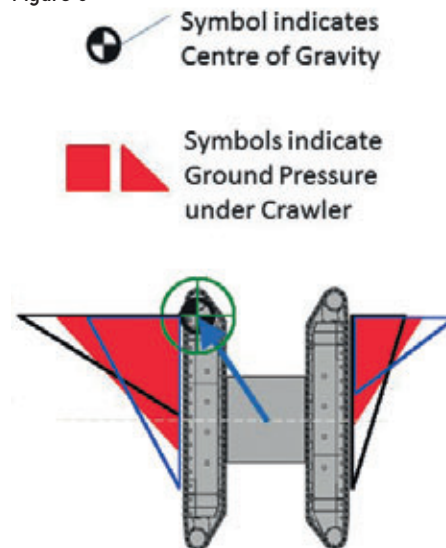
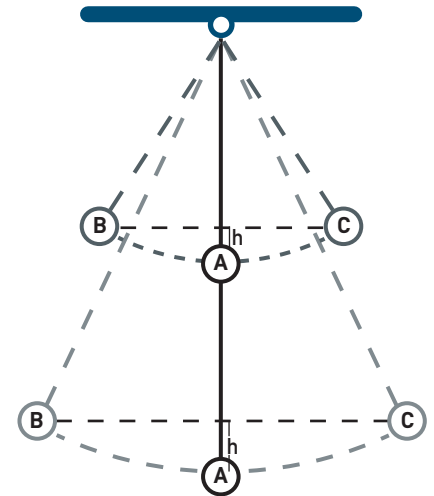


Figure 4



2.) A swaying load can make a variety of movements. It can sway from left to right, depending on the angle of the crane's superstructure and boom compared to the carrier; however, this does not necessarily have to result in an increase in ground pressure. The load can also sway away from the crane and towards the crane; this motion does have an impact on the ground pressure. How much impact, however, again depends on the angle of the crane and the amplitude of the load. The load, for example, can sway in a circular motion; this can have an impact in one direction (left and right) and does have an impact in the other direction (to and from). Last but not least, as we know, where there are wind turbines there is wind. The load can sway in an ellipse-shaped motion. The constant wind coming from one side of the load may push the load away from its centreline, but may not allow the load to fully sway back. This is kind of unpredictable in terms of ground pressure.

Figure 5 is taken from the article of Søren Jansen and Klaus Meissner. It shows only the last distribution case, the non-symmetrical loading. The ground pressure under the tracks is shown in red and can be calculated for a stable environment. When the load sways, however, (as is shown by the circle around the original Centre of Gravity) the ground pressure changes. The black outline represents the load swinging to the left; the blue outline represents the load swinging to the right. A significant increase in ground pressure is caused by a seemingly harmless motion. Without going into calculations, the FEM 5.016 document advises a rule of thumb on ground pressure increases. It recommends taking into account 20 to 35 % ground pressure increase compared to ground pressure given by the manufacturer.



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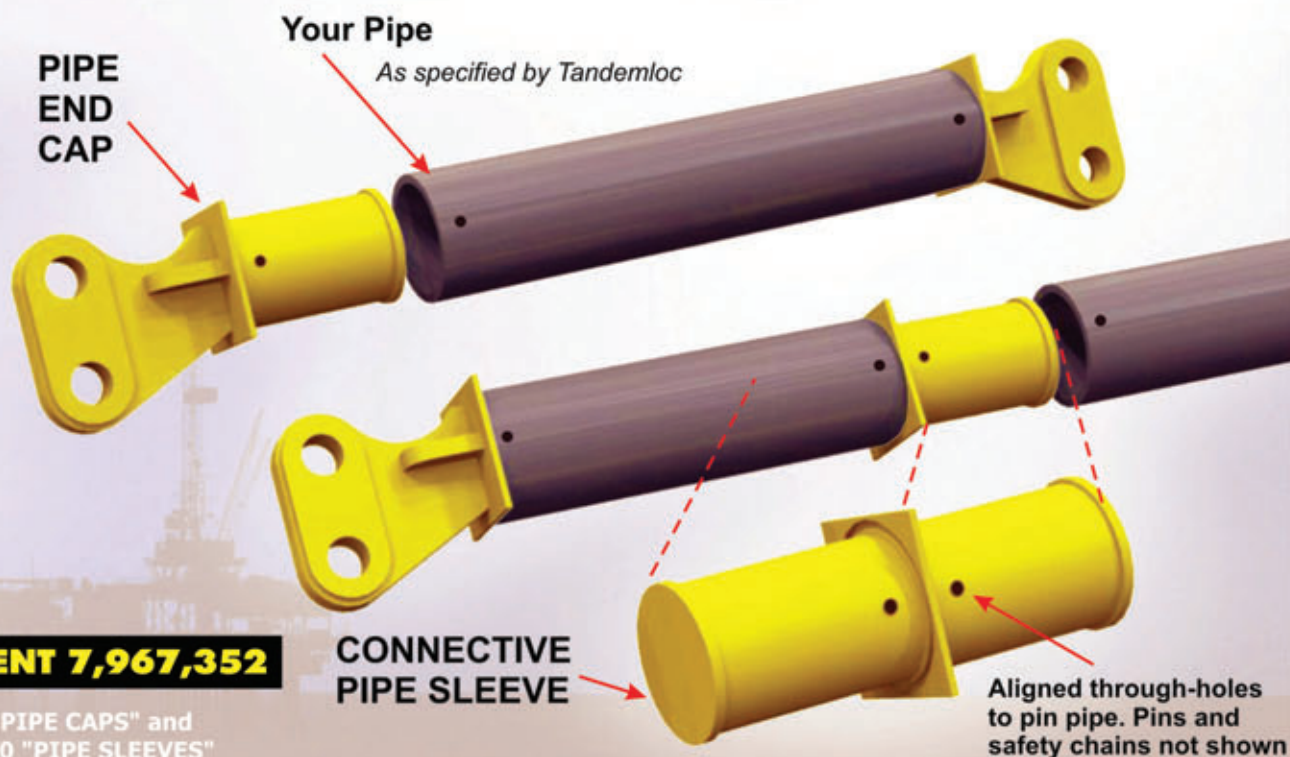
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ESTA Awards

The first event for the crane and transport industry in 2015 is the ESTA Awards of Excellence on 23 April at the Hilton Charles De Gaulle, France. The event is organised by KHL Group on behalf of the European Association of Abnormal Road Transport and Mobile Cranes (ESTA) and will be held during the Intermat exhibition in Paris, France.

The annual ESTA Awards of Excellence brings together crane and heavy transport industry professionals. Over the years it has developed into the most prestigious European event for all ESTA members, affiliated companies, end users and manufacturers. Categories include crane job of the year, transport, SPMT, combined techniques and innovation and development. ESTA may also present the Gino Koster Award. The event offers opportunities to meet and network with fellow professionals throughout the evening and after the dinner.



ITC

Next in the calendar is the International Tower Cranes (ITC) conference, which will be held at the Millennium Gloucester hotel in Kensington in London, UK, on 27 and 28 May 2015. The event will have presentations on topics that include crane foundation loads, the worldwide rental market, operator access hoists, Japanese luffing jib cranes and attracting new talent to the industry. The event will start with a networking reception on the evening of 27 May followed by a conference programme on the 28th. Speakers include Philippe Cohet, chairman at Arcomet; Heinz-Gert Kessel; Dave Holder, director and general manager at HTC Plant; and Jean-Charles Delplace, business development manager at Trimble Navigation. The conference includes two round-table panels: one on tower crane foundation loads and a second on operator access hoists for tower cranes.



Lift & Move

The following month, the Specialized Carriers & Rigging Association (SC&RA), KHL Group and the National Commission for the Certification of Crane Operators (NCCCO), will jointly hold Lift & Move USA.

The event, organised in co-operation with SkillsUSA, will be held in Chicago, USA, on 16 and 17 June and will help promote careers in the US crane, rigging and specialized transportation industry.

During the two-day programme, high school students, students at community and technical colleges and others will be provided with advice on careers and job opportunities working with crane rental companies, specialized transportation businesses and equipment manufacturers. An evening reception will be hosted at Imperial Crane, which is supporting the event, located near the venue hotel, the Chicago Marriott Midway.



WCTS

Rounding out the year will be the World Crane and Transport Summit, to be held on 4 and 5 November, at the Grand Hotel Krasnapolsky in central Amsterdam, Netherlands. The event brings together key stakeholders in the lifting and heavy transport industry. It includes a two-day conference and a gala dinner on the evening of the 4th. Confirmed speakers include Jan Kleijn, Mammoet Holding CEO; David Collett, Collett & Sons managing director; Marco van Daal, The Works International; Hans Gotink, Executive Coaching; Judy Goh Zhu Di, senior consultant at Matcor Technology & Services Pte Ltd and Ton Klijn, managing director of Wagenborg Nedlift and ESTA board director. The event will also include three round table discussions on developing crane rental markets of the world; industry recruitment; and trends and opportunities in wind turbine work.

For updates and full speaker programmes for all KHL events see www.khl.com/events

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I-KONTROL FAMILY





Two 28.5 m beams were put on the trailers to help transfer the weight of the crane

Crane moves

Specialized transport and lifting services provider Hareket helped with one of the largest transportation projects in Turkey.

IC reports

Two harbour cranes were transported to Evyapport harbour, in Izmit, Kocaeli, Turkey, with the help of transport and lifting services provider Hareket.

The two Liebherr cranes were transported to Evyapport from Derince Port in Turkey. They were 117 metres high, 28 m wide and 79 m long and had a transport weight of 1,256 tonnes. It was one of the largest transportation projects in Turkey, a spokesperson said.

The cranes arrived at Derince port by vessel in sections and were assembled by the port's mechanical and electrical contractor Portunus at Derince Port before they were shipped to Evyapport. For the assembly of the cranes, Hareket supplied a 600 tonne capacity Terex CC 2800 lattice boom crawler crane, a 300 tonne capacity Terex CC 1800 crawler crane, plus wheeled mobile telescopic cranes as follows: a 300 tonne capacity Liebherr LTM 1300 and a 60 tonne capacity Liebherr LTM 1160. It took three months to assemble the port cranes.

Once the cranes had been assembled, they were moved onto a 90 m long barge using Goldhofer PST-SL/E electronic steering self propelled modular transporter



The cranes arrived at Derince port by vessel in sections and were assembled by the port's mechanical and electrical contractor Portunus

(SPMT). In total, two 24-axle units were used to transport the cranes during the roll-on and roll-off operation.

To accommodate the size of the cranes, Hareket engineers manufactured two 28.5 m beams to transfer the weight.

The concentrated load was spread onto four points, using eight 6 x 1.5 m x 0.4 m load spreaders on the trailers.



The first of the port cranes loaded on the barge

As the barge was only 27 m wide, the crane's bogies remained outside the edge of the barge once loaded. As a result, eight steel supports were installed under the 28.5 m beam to take half the weight of the load while the remaining weight of the port crane was placed on the trailer.

The total weight of the load, including beam and load spreader, was 1,384 tonnes. Total gross weight of the transport load, including the trailers, was 1,614 tonnes. The axle line load was 33.6 tonnes.

On arrival at Evyap Port, the cranes were moved off the barge in a roll-off operation before being turned 90 degrees. The port crane was then manoeuvred into its final position using the Goldhofer PST-SL/E and then lifted onto rails.

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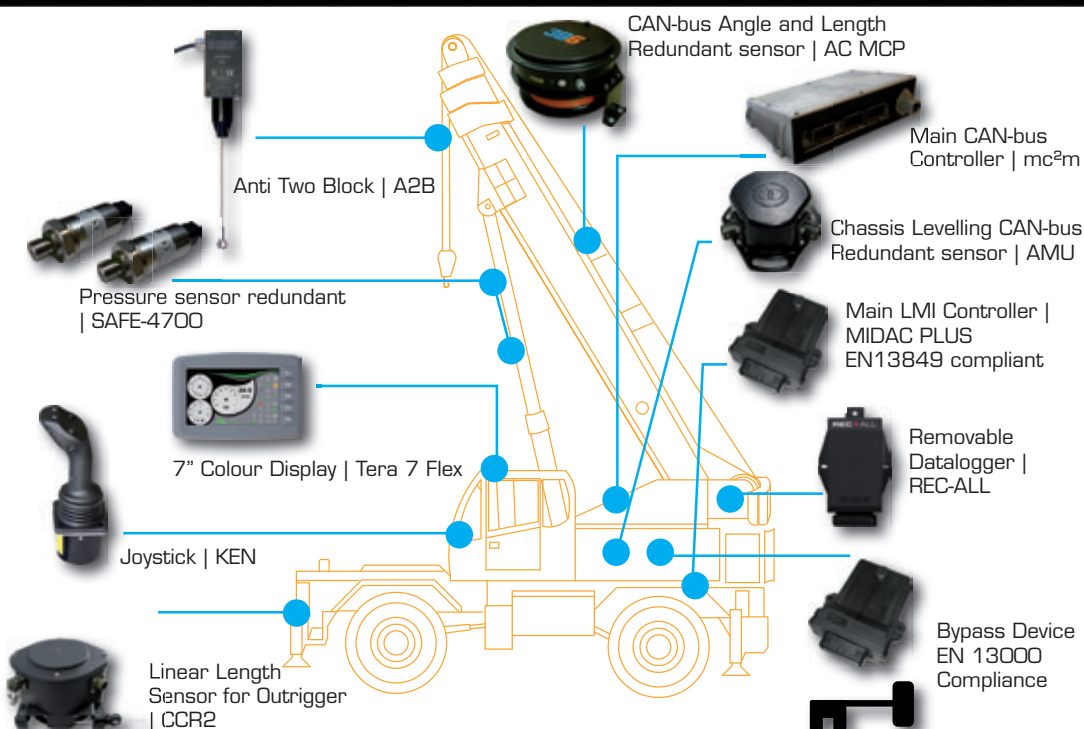
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COMMENT

Joel M Dandrea

Membership more important than ever



According to *Bloomberg Business Week*, the IMF projected three years ago that the world economy would be back on track by 2015, growing at 4.8 %.

While the USA has basically met such expectations, the disappointments, laments the IMF, have been Brazil, Russia, India, and China – as well as parts of the Middle East, Europe, and Japan. Thus, the IMF forecast for 2015 global growth has been reduced to around 3.4 %.

The USA will continue to grow, but the expansionary phase will show signs of maturing. The most pressing unknown for the USA is whether this year will be the year the Federal Reserve raises the federal funds rate, which has been locked in at zero to 0.25 % since the end of 2008.

Though it is high compared to other nations, China's 7.1 % projected growth would be the country's lowest in 15 years. The disproportion in growth rates among the big four economies – the USA, China, Japan, and Europe – is what has economists around the world concerned.

Global economic research organisation, The Conference Board, says the USA can expect to grow at around 2.6 % in 2015 – relying on its strength in tech progress to accelerate productivity. Europe is projected to grow at around 1.6 % – almost double that of 2014 – in large part because of a boom in housing prices. The question remains: can the UK shrink the real estate bubble without deflating the economy?

In Asia-Pacific the outlook is, again, challenging in China, but rather positive elsewhere. The region actually remains the leader for global growth. China and India together are projected to grow at 5.5 % from 2015 to 2019. Conversely, economic conditions in Latin America are unlikely to improve rapidly in 2015, with regional growth at only 1.8 %.

Overall, downsides to the global outlook relate to intensifying political and economic risks, while upsides relate to the ability

of policy and business to invest in people, raise productivity, and rebuild trust and confidence, which is as good a time as any for the lifting and specialized transport industry to insert itself.

Our industry has, and will continue, to move and lift the world. We do it through innovation, collaboration, and sound business principles and practices: operational efficiency – from the boardroom to the jobsite. In times like these, the success of this industry relies on the strength of companies to both produce their own success, and come together in the spirit of advocacy.

SC&RA's World Crane & Transport Alliance is a perfect place to start for many international companies. Celebrating its 5th anniversary this year, members of this alliance continually strive to advance safety, productivity, and profitability for their own members throughout the world. The member organisations also agree to foster efforts to promote industry safety, harmonisation of standards, common understanding, industry best practices, fair trade, and any other pertinent endeavours to further the industries they serve. Regardless of new challenges and opportunities that may arise, all partners to this alliance agree to work together for the common good.

Attending SC&RA events is another productive way for companies to enhance their networks, build on their awareness of governmental practices, and access the newest products and information from member companies around the world. Hopefully many of you were able to experience the benefits of SC&RA membership at the Specialized Transportation Symposium, in Atlanta, Georgia (USA), earlier this month.

SC&RA events remaining for 2015 include:

- The SC&RA Annual Conference, 14 to 18 April in Carlsbad, California, USA
- Lift & Move USA, 16 & 17 June in Chicago, Illinois, USA
- The Crane & Rigging Workshop, 23 to 25 September in Denver, Colorado, USA.



WHO'S WHO

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Strengthening global partnerships via the World Crane and Transport Alliance helps increase safety, productivity and profitability in the crane and transport industry, writes MIKE CHALMERS

WC&TA celebrates five years

This year marks the 5th anniversary of the World Crane and Transport Alliance (WC&TA). Members include SC&RA, the European Association of Abnormal Road Transport and Mobile Cranes (ESTA), the Crane Industry Council of Australia (CICA), New Zealand Heavy Haulage Association (NZHHA), the Crane Rental Association of Canada (CRAC) and Sindipesa, of Brazil.

The Alliance, founded by SC&RA, represents a collective aim to strengthen global partnerships, and keep information available and regulations less burdensome in many important industry areas around the world.

Members of the WC&TA continually strive to advance safety, productivity and profitability of their own members throughout the world. Towards this end, the organisations also effort to promote industry safety, harmonisation of standards, common understanding, industry best practices, fair trade and any other pertinent endeavours to further the industries they serve. Regardless of new challenges and opportunities that may arise, all partners in the WC&TA agree to work together for the common good.

Important issues

In an effort to showcase the WC&TA, SC&RA had the pleasure of speaking with some Alliance members on the importance of representing the interests of crane and transport companies worldwide – and what they see as some of the more impactful issues in the industry today.

“The industry faces pretty much the same challenges worldwide,” said Sindipesa

Attracting and retaining new people is a key area where the WC&TA can assist companies in member associations



executive vice president João Dominici. “Saying that, it’s extremely important that we establish and join efforts, as much as possible, to promote industry safety, best practices, and harmonisation of standards.”

Dominici feels that, thus far, the WC&TA has benefited the industry in

many ways over the last five years, and continues to achieve what it set out to accomplish from the beginning. “Achieving challenging global objectives is not an easy task, considering how difficult it is to gather members under those same objectives. But even with such challenges, for Sindipesa, being part of this Alliance has helped us in terms of exchanging and solving some very technical issues.”

ESTA secretary and managing director at Wagenborg Nedliff BV in the Netherlands, Ton Klijn, agrees. “Cross border agreements always take a long time to develop, and even longer to bear fruit. What is clear, however, is that our industry is always going to be stronger as a result of effective international dialogue and cooperation.”

Klijn feels that the more often the industry is able to solve problems and speak with a united voice around the



world, the more often its “political masters” will come to understand the importance of the industry to the wider economy. “If they understand that, hopefully they will be more prepared to assist us with the issues we face – whether that is the need for greater harmonisation of standards, simpler regulatory systems, or help in recruiting more and better qualified youngsters into the industry.

“And by developing and focusing on best practice worldwide, we will also find it easier to convince clients that the cheapest price is not always the best – and certainly not always the safest.”

Jonathan Bhana-Thomson, New Zealand Heavy Haulage Association chief executive, sees a huge benefit to having the Alliance work for member companies around the world. “The Alliance has been useful in the way that it has opened the doors across geographical boundaries, which allows us to share and collaborate on information between Alliance parties.

“To me, the most tangible benefits are the direct links that have been opened up between the various industry bodies, knowing that they are but a phone call or e-mail away, and that the response will be a positive one, willing to assist.”

Bill Stramer at Link-Belt is the past director of CRAC. He feels that longer-term targets of standardisation of crane-related regulations, and, or, standards, are impossible to achieve unless there is structure in place to facilitate such conversations. “The basic idea of organisations from around the world developing a forum to discuss their issues and exchange ideas is a significant achievement by itself and the World Crane and Transport Alliance provides this forum.

“One of the original objectives of the Alliance was the exchange of ‘best practices’ by crane-related associations from around the world. I believe the exchange of these best practices is ongoing, and is paving the way for a safer, more standardised industry.”

Recruiting the best

Looking to current trends and priorities, Klijn sees an aging workforce as a key area of importance. “This means that the issue of training, certification, and recruitment is going to be at least as important in the coming year. Just how are we going to recruit the best and brightest youngsters into the industry? This is a question that is crucial to our future success – as equipment and technologies become ever more complex.”



Training, certification and recruitment is an important and topical subject in the industry

This is an area where Europe could learn a lot from the USA and the work of the National Commission for the Certification of Crane Operators (NCCCO) – and vice-versa – according to Klijn. “ESTA’s work to develop a European Crane Operators Licence (ECOL) is an important development, but there is an awful lot of work to be done. On a separate subject, and from a European and transportation perspective, we would also like to see a body representing the interests of the trailer manufacturers, which ESTA feels would make developing new heavy transportation best practice guides much easier.”

Bhana-Thomson sees a need to engage a younger workforce, as well as managing the balance between health and safety, as top priorities for 2015 and beyond. “While industry experience is a very valuable commodity – at the same time, we need to bring in younger workers to come through the ranks to gain experience and become tomorrow’s managers and business owners.

“These younger people are coming into a work environment where there is an increasing emphasis on the health and safety of workers, and the systems in place to prevent harm. This comes at a cost, however, and the aim that safety should come at a reasonable cost is one that needs to be faced. Alliance members can draw strength from the work done by others in the group to address these issues.”

Dominici stresses the importance of putting the right people in the right roles of responsibility – but ultimately sees cause for optimism. “Recruiting, capacitating, and retaining are the challenge of our sector. The impacts affect directly any

transportation and crane companies – and how to face this is certainly a big challenge – but also a key opportunity for our Alliance.”

New projects

Klijn sees workload as the key issue in Europe at the moment. “As a continent, we are still struggling to come out of the global recession. When you combine that economic fragility with the unstable oil price and the political uncertainties surrounding the European Union, there are concerns that clients might delay investment in new projects.”

Bhana-Thomson, however, finds hope in greater pre-fabrication of construction components. “It means that there will be a strong pipeline of work coming through in years to come. However, this does place a large emphasis on provision and maintenance of suitable transport routes to enable movement of large loads efficiently and without torturous detours.

“The other aspect of this is the efficiency of permitting regimes used by the various regulatory authorities. With the safety management systems utilised by transport operators, there is a greater ability for regulatory and infrastructure bodies to rely on these to trust operators to achieve good outcomes, and to do so within an infrastructure network that is preserved. I would like to see greater moves towards self-permitting within a regulatory framework that enhances the efficiency of the whole process, rather than hinder it. As Alliance members, we can push towards this as a group, knowing that this is an aim we could strive for together,” Bhana-Thomson concludes. ■

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EZ-CONNECT
FROM CM

Manufacturer of material handling products, Columbus McKinnon Corporation, has developed a new link and chain system, the CM EZ-Connect Master Link & Chain Shortener.

The product is designed to help rigging professionals build chain slings in an easier manner. It combines a master link with one chain shortener for single-leg configurations or two chain shorteners for double-leg configurations. This allows the operator to easily adjust the leg length.

The CM EZ-Connect Master Link & Chain Shortener is dual rated for use with both grade 80 and grade 100 chain. It is made of alloy steel and powder coated. In addition, it meets ASME, ASTM and OSHA requirements.

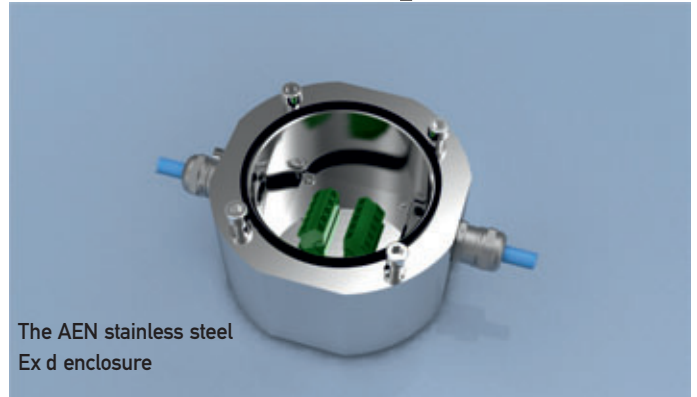
■ For more information see: www.cmworks.com

New ATEX enclosure to house load cell amplifiers

Specialist load measurement equipment manufacturer, LCM Systems has launched the AEN ATEX/IECEX, a stainless steel Ex d enclosure for load cell amplifiers.

Launched as part of the company's range of ATEX load cells, the new ATEX enclosure is designed for use in Zone 1 and 2 classified hazardous areas. According to the manufacturer, the enclosure is designed to contain an internal explosion which would be intended to prevent it from igniting a possible flammable atmosphere outside of the enclosure.

The enclosure is manufactured in stainless steel and has a minimum thickness of 16 mm. It has been environmentally sealed



The AEN stainless steel Ex d enclosure

to protection class IP67. In addition, it is designed to accommodate cable entries for M12, M16 and M20 metric threads. For ease of use, the AEN ATEX enclosure can be supplied with a mounting base for straightforward attachment to walls, floors and assemblies, the manufacturer added.

While the product is primarily designed to house load cell amplifiers, it can also be used to act as a junction box in environments where explosive gases, mists, dusts or vapours are present, a spokesperson added.

■ For more information see: www.atexloadcell.com

Warning over fake PPE

Workplace equipment supplier Slingsby in the UK has issued a warning about counterfeit and inferior personal protective equipment (PPE).

The company is warning businesses to be extra vigilant when purchasing PPE and says it welcomes proposed legislation that would make

retailers and distributors responsible for ensuring products they sell meet the required safety standards.

Lee Wright, Slingsby marketing director, said, "Over the last couple of years, it's been well-publicised that cheap, substandard, and even counterfeit PPE is finding its way into the UK. A lot of the examples we have seen are badly made and fail to offer any real protection, as well as being non-compliant with safety standards. Some products even come with falsified certifications. Many of these products look the part and it can be difficult to spot fakes. It is therefore important for companies to buy PPE through reputable suppliers and to ensure it is certified to

the appropriate British or European standards. New legislation is currently being considered to eradicate counterfeit

PPE by making retailers and distributors accountable for ensuring the quality of the products they sell.

"At the moment manufacturers are solely responsible for checking products comply with performance standards," Wright added. "Under the proposals, companies selling these products would have to keep records about their stock and ensure products meet required standards and this has to be welcome news."

"Until the changes are introduced businesses and organisations have a responsibility to their employees, customers and the public to provide PPE that is safe and will do its job should the worst happen. This makes buying PPE a big responsibility because safety equipment that doesn't perform can ultimately cost lives."

■ For more information see: www.slingsby.com

WIRELESS CAMERA SYSTEM FROM BRIGADE

Brigade has launched a new wireless rear view camera system for large vehicles, the DW-1001 Digital Wireless system.

Using a new digital wireless technology allows images to be transferred from the camera to monitor in less than 200 milliseconds, the manufacturer said. In addition, the system is unaffected by electrical interference from other vehicles or machinery. The DW-1001 Digital Wireless system can be linked to different transmitters, making interchanging trailers possible and hassle free, a spokesperson added.

Dale Luckhurst, Brigade regional marketing manager said, "This product takes reversing safety on semi vehicles a step forward. Eliminating the need for an additional cables cable makes interchanging trailers a simple and quick process."

■ For more information see: www.Brigade-inc.com



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www.scranet.org

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20 – 25 April 2015
Paris, France
www.intermat.fr

ESTA AWARDS OF
EXCELLENCE

23 April 2015
Paris, France
www.khl.com/esta

VERTIKAL DAYS

13 and 14 May 2015
Haydock Park, UK
www.vertikaldays.net

INTERNATIONAL TOWER
CRANES (ITC) 2015

27 and 28 May 2015
London, UK
www.khl.com/itc

CTT 2015

2 – 6 June 2015
Moscow, Russia
www.ctt-moscow.com

PLANTWORX 2015

2 – 4 June 2015
Bruntingthorpe, UK
www.coneq.org.uk

M&T EXPO

9 – 13 June 2015
São Paulo, Brazil
www.mtexpo.com.br

LIFT & MOVE USA

16 and 17 June 2015
Chicago, USA
www.liftandmoveusa.com

CICA CONFERENCE

2 – 4 September 2015
Perth, Australia
www.cica.com.au

BICES 2015

22 – 25 September 2015
Beijing, China
www.e-bices.org

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www.scranet.org/meetings

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www.khl-group.com/events/
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IN THE KNOW



This picture of the month was sent in by IC reader Erich Urweider. The photo was taken at the port of Auhafen in Switzerland. It shows Swiss heavy haulage specialist Friderici spécial hauling a 309 tonne generator to the Alstom factory in Birr, Aargau,

Switzerland. The transport was carried out over two nights. The generator was 70 metres long, 4.42 m wide and 4.32 m high. Total weight of the transport was 500 tonnes. Three Mercedes-Benz Actros 4160 V8 tractors were used to haul the cargo.

PEOPLE NEWS



■ Crane Industry Services in the USA has made several staff changes. Firstly,

GARY LLOYD has been appointed to crane and rigging specialist. Previously Lloyd was a maintenance superintendent at All Crane Rental of Georgia. **CANDICE ELDREDGE** has been appointed to inspections and programme co-ordinator. Eldredge has several years of experience in certification and accreditation management.

■ Hiab has also made several new appointments. **JOAKIM ANDERSSON** will now head the loader crane line, **JON LOPEZ** will head the forestry cranes section, **CONOR MAGEE** will head the demountables line, **KEITH QUIGLEY** will head truck mounted forklifts and **JOHAN SANDBERG** will head tail lifts. **SIMON GREAVES** has joined Hiab as head of finance and business control.

OBITUARY: SYDNEY APPELYARD

SYD APPELYARD, performance manager at Select Plant Hire and chairman of the Construction Plant-hire Association's Tower Crane Interest Group in the UK, died in January following a short illness. Well known throughout the industry, Appleyard's career started in the 1970s as an owner-driver providing transport and haulage services to a house builder next door to the Stanley Davies Tower Crane (SDTC) yard in the north of England. He provided occasional haulage to SDTC and in 1980 began working full time for them as an erector and tower crane operator.

SDTC had a mixed fleet of around 27 cranes and Appleyard worked on prestigious projects. In 1983 he became erection supervisor on the now renamed Wolff Davies fleet, expanded to 50 cranes. Promoted to operations manager at Wolff Davies in 1986, Appleyard played a major part in the re-mapping of the UK tower crane rental industry.

In November 2001 he joined Select Plant Hire Co Ltd (Tower Crane Division) as operations manager. Select held a small fleet but it was soon one of largest in the UK. Appleyard formed a strong operations department. He moved to performance management in the newly titled Lifting Solutions division.

He brought new and fresh ideas, changed processes, implemented new procedures, and actively promoted the communication of best practice values that would ensure a sustainable future for all. Colin Wood, chief executive, CPA said, "Syd was a well-liked and well respected man, and contributed significantly to the development of the tower crane industry. He will be sadly missed by all who knew him, and we send our sincere condolences to his family and friends."

With thanks to the Construction Plant-hire Association for this obituary.



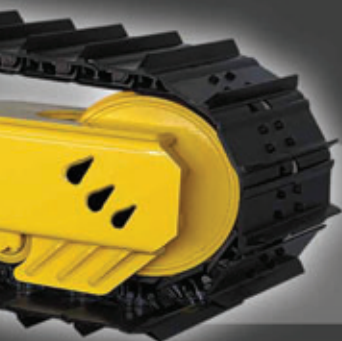
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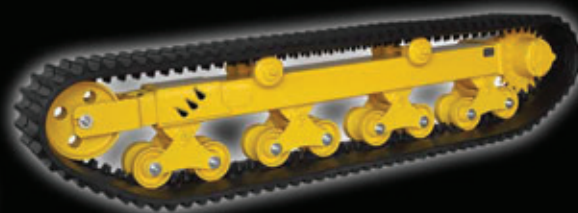
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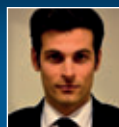
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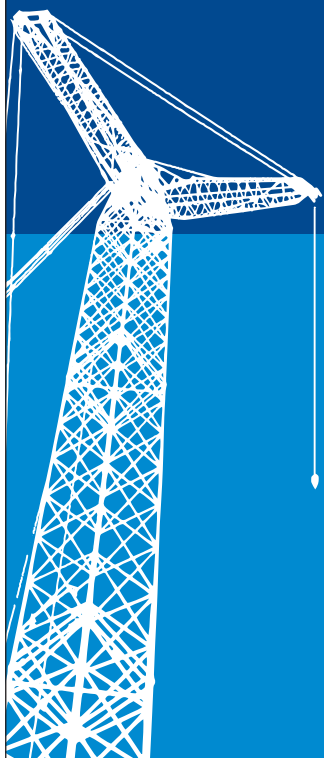


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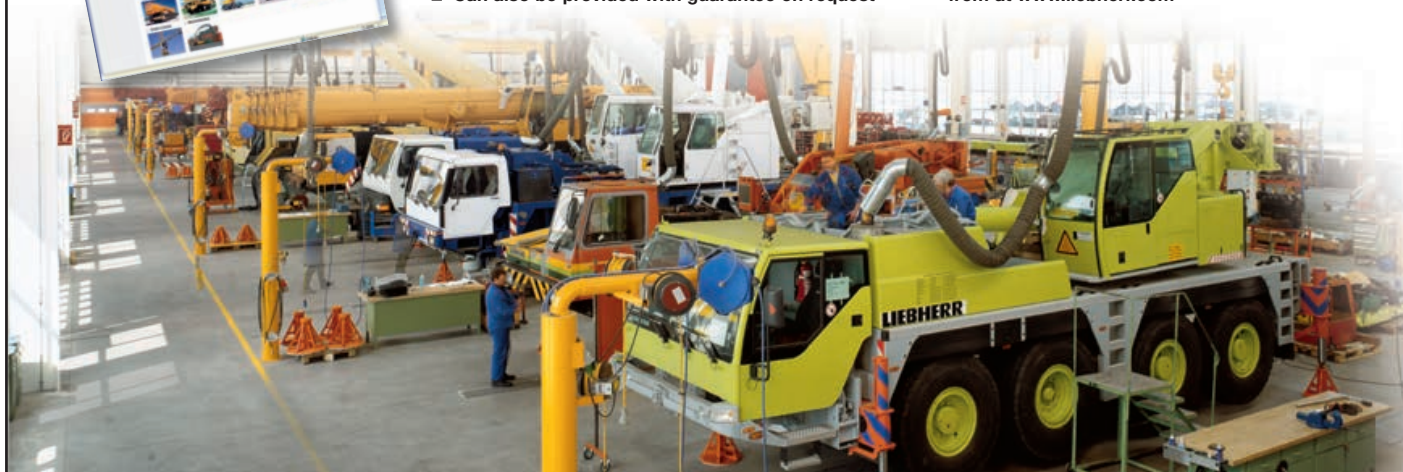
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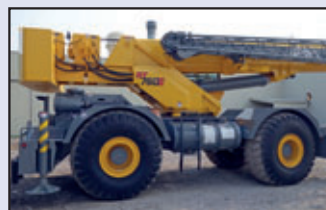
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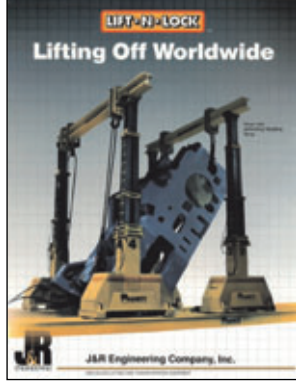
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