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WOLFFKRAN



ORGANISED BY



A KHL GROUP EVENT





RAN

NEW SUMMIT VENUE ANNOUNCED

The World Crane and Transport Summit is moving to a new venue due to the huge interest in the event from companies around the world. It will now be held at the Hotel Okura in Amsterdam, one of the leading hotels in the world. The date of the summit remains unchanged at October 22 and 23, 2009.

This two day conference and dinner is supported by the world's leading crane and transport association, the SC&RA, plus other leading organisations from across the world including ESTA (Europe), CICA (Australia), CRAC (Canada), KCC (Korea), ACEC (Asia), and many more.

It will allow you to network with the industry leaders – and it will be the world forum for users, buyers, manufacturers, service providers and regulatory authorities to debate and exchange information on best practice.

We have produced an inspiring programme covering a wealth of key topics. Speakers confirmed so far include: Frank Bardonaro, SC&RA and AmQuip Graham Brent, NCCCO Bryan Cronie, Ainscough Hendrik Sarens, Sarens Christian-Jacques Vernazza, ESTA and Mediaco Robert Weiss, SC&RA and Cranes Inc Dr Hans-Dieter Willim, FEM member

Conference topics and debates will cover: • Dealing with the downturn and forecasting the upturn • Improving crane and transport safety through cultural and behavioural change • The drive for global standards • What makes a great training regime • The EN13000 debate • Reducing tower crane accidents • Risk management • Key case studies

We have already received a huge amount of interest in this exciting new event. To book: your delegate places; Gala Dinner tickets; Gala Dinner tables; and find out about sponsorship opportunities, contact:

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MAY 2009 www.craneworld.com A KHL Group publication

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Articulating loaders Crane design Intermat review Manitowoc interview ESTA awards Energy and petrochemical Software





EDITOR'S COMMENT





Chosen as the official magazine of the SC&RA (Specialized Carriers & Rigging Association)

European partner: ESTA

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Printed by: Garnett Dickinson Print, UK

International Cranes and Specialized Transport (USPS 017 159) is published monthly by KHL Group and distributed in the US by DSW, 75 Abortean Road, Emigsville, PA V7318-04.37, Periodicals postage paid at Emigraville, PA Postmaster: Send address changes to International Cranes and Specialized Transport, c/o PO Box 4.37, Emigsville, PA 17318-04.37, Published by

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KHL Group 2009 ISSN: 1747-700X





s the northern hemisphere emerges from a miserable winter, both weather-wise and economically, and moves into a fresh Spring season, so that feeling was a part of the Intermat exhibition in Paris, France last month. Spring was in the air with its new shoots of growth and things were warming up and starting to look a bit brighter.

While Intermat could have been bigger and busier, those criteria are not vital for a good show. Exhibitors being less than swamped with customers allowed more time for the ones who were there. That, coupled with the fantastic weather and the extra space around the place lending a light and airy feel, made for a relaxed and comfortable atmosphere more conducive to building relationships.

Give me that kind of atmosphere any day rather than a frenetic and hectic event where you say hello to loads of people but there is no time to talk to enough of them properly.

Continuing with the theme of seasonal new growth we have another healthy crop of new cranes. Top of the list are another couple of tower cranes, first being Linden Comansa's largest flat top. Wilbert's and Europe's largest luffing jib tower crane just made the news, only weeks after Wolff's largest luffer was launched.

How big is the market for large (1,500 tonne-metre class) luffing jib tower cranes? Now that they are already available from Wolffkran and Wilbert, is it worth it for the other big manufacturers to develop their own contenders?

New in the mobile crane sector are a couple of telescopics from Tadano Faun while a surprise launch at Intermat was the 40 tonne capacity Manitowoc Grove TMC 540 truck mounted telescopic crane. It is the latest example of a manufacturer offering a crane intended to have a lower whole life cost.

Yet another positive news story is that Ainscough, the UK's largest mobile crane rental company, has firmly bucked the economic trend of doom and gloom. It has bought six new lattice boom crawler cranes between 500 and 1,250 tonnes capacity, as its first step into the heavy lift crawler crane sector.

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ON THE COVER



Linden Comansa's new 40 tonne capacity 21 LC 750 replaces the company's longstanding LC 8952 and enters serial production

SUBSCRIPTIONS

International Cranes and Specialized Transport is a monthly publication with a worldwide circulation of more than 18.000. The annual airmail subscription rate for non-qualified readers is £140 (US\$250), Reduced rates are available to manufacturers, agents and distributors - details on request. Free subscriptions are given on a controlled circulation basis to readers who fully complete a Reader Registration Form and qualify under our terms of control. The Publisher reserves the right to refuse a free subscription to non-qualified readers. International Cranes and Specialized Transport is published on the 15th of each month.

All subscription correspondence should be directed to Hayley Coulson at the UK address. Please include the address label from a recent issue with all correspondence and allow three months for changes to be effective. KHL also publishes International Construction, Demolition & Recycling International, Construction Europe, International Rental News, Access International, American Cranes & Transport, American Lift & Handlers, International Construction China and International Construction Turkey, Call +44 1892 784088 for details.

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NEWS

Ainscough enters heavy lift crawler crane sector, Liugong crane venture, Terex crane sales down 29%, Manitowoc sales and backlog drop, Verticon goes to D&G Hoist and Crane hire, New wheeled mobiles from Tadano

BUSINESS NEWS

April saw the continuation of the stock market rally that began in mid-March. It was a muchneeded winning streak, but share prices remain at historically low levels. Chris Sleight reports

PRODUCT NEWS

14

13

Linden Comansa has introduced its biggest flat top tower crane to date, boasting a capacity of 48 tonnes and a unique jib and counter jib connection. Euan Youdale went to see it

INTERMAT REVIEW





2009 exhibition in Paris turned out to be a positive and worthwhile experience for most of its exhibitors. IC rounds up news from the show



ESTA 2009 AWARDS

A spectacular evening event and dinner for hundreds of people was the scene of the 2009 ESTA awards presentations for outstanding achievement in lifting and transport projects plus safety and other awards

ARTICULATING LOADER CRANES 25

Difficult economic times have brought turmoil to the loader crane industry, but demand continues for faster, more flexible machines. Euan Youdale reports

SPECIALIZED TRANSPORT

Lift & Shift India Pvt.Ltd. was contracted to relocate four 24.5 m tall spheres, weighing 400 tonnes, on an 8 km journey to a new site at Essar Construction Limited in India. IC reports

INDUSTRY FOCUS: ENERGY AND PETROCHEMICAL

A 1,600 tonne capacity Terex Demag CC 8800-1 crawler crane was used to lift a 407 tonne polythene reactor at the Xingang Port, China

INTERVIEW: ANDREAS SCHWER 38

Manitowoc Cranes is driving forward under the banner of innovation. New products, processes and services that are more cost effective and better serve the customer are primary aims. Alex Dahm talked to Andreas Schwer, the new man in charge of the new programme



34

CRANE DESIGN

Flexibility and ease-of-use are towards the top end of a crane designer's checklist. Euan Youdale looks at some new products incorporating both these elements

SOFTWARE

42

46

40

The latest version of the MethoCAD site preparation software from Creative Business Solutions includes a new module designed to ensure the safe operation of mobile cranes, particularly when they are dismantling tower cranes. Euan Youdale reports

EQUIPMENT AND ACCESSORIES 49 **BACK PAGE** 50 CLASSIFIED ADVERTISING 51 SC&RA 45 SC&RA Comment from Joel Dandrea

SC&RA NEWS

Paul LeFebvre, the new SC&RA president for 2009 talked to Terry White about his background



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

33

WORLD NEWS

NEWS HIGHLIGHTS

US crane rental house Essex Crane reported 2008 revenue from crane rental up 26.6% to US\$61.8 million from \$48.8 million in 2007.

This increase was attributed as the primary contributor to a 19.2% increase in total rental-related revenue to US\$76.9 million from \$64.5 million in 2007. This total included rentals, repair, maintenance and transport services but excluded revenue from sales of used equipment.

Rental EBITDA increased 30.2% to \$41.8 million in 2008 from \$32.1 million in 2007.



The World Crane and Transport Summit is moving to a new venue due to the huge interest in the event from companies worldwide. It will now be held at the Hotel Okura in Amsterdam, one of the leading hotels in the world. The date of the summit remains unchanged at 22 and 23 October, 2009, For more information contact KHL's Graham Anderson at graham.anderson@khl.com. For bookings, contact Benedicte Lambert at blambert@kelleneurope.com. Full programme coming soon.

Ainscough enters heavy lift crawler rental sector

The UK's largest crane rental company, Ainscough Crane Hire Ltd, is entering the heavy lift crawler crane sector.

Bucking the trend of desperate conditions in the world economy, Ainscough has placed one of the largest orders ever for lattice boom crawlers from a UK company.

Six heavy lift lattice boom crawler cranes between 500 and 1,250 tonnes lifting capacity will be added to the heavy lift division. They have been ordered from Terex Demag and Liebherr in Germany. The order for Terex Demag includes two 500 tonne capacity CC 2500 models, a pair of 600 tonne capacity CC 2800-1 units and a 1,250 tonne capacity CC 6800. From Liebherr will be a 600 tonne capacity LR 1600/2.

"We feel that the demand for heavy crawler cranes is really taking off, particularly in light of the demand from the energy sector – wind farms, power stations and the major related infrastructure projects. We think it is under-served at the moment and the response we have had has been very good. We are just going to fill a gap created by the extra demand for these cranes. We have got a very full order book already

SC&RA JOB OF THE YEAR WINNERS

The SC&RA Job of the Year Winners were announced at the organization's Annual Conference Closing Night Awards and Recognition Dinner on Saturday 25 April. There were 21 entries in the six contests. Winners were:

RIGGING

- Over \$750,000: Fagioli SPA, S.Ilario D'Enza, Italy
- \$150,000-\$750,000: Process Group, Inc., Cambridge, Ontario, Canada
- Under \$150,000: Bechtel Equipment Operations, Milwaukee, Wisconsin, US

HAULING

Barnhart, Memphis, Tennessee, US. TRUCKING

- Over 160,000 pounds net: Energy Transportation, Inc., Casper, Wyoming, US.
- Under 160,000 pounds net: Tradelossa, Durango, Mexico. See www.khl.com and a future issue of IC for the more details

for these cranes," explained Neil Partridge, Ainscough chief executive.

At the time of writing in late April, the first unit, one of the two CC 2500s, was being commissioned prior to starting on its first job, for nine months, in London in the first week of May. The first of the CC 2800-1s will arrive at the end of May and the CC 6800 will be delivered in March 2010. The Liebherr will be delivered before the end of 2009.

"It is the beginning of what will be an increasing activity in heavy crawler cranes," Partridge told *IC*. Ainscough is known for its fleet of more than 500 wheeled mobile telescopic all terrain and truck cranes. Its heavy lift division has a fleet of heavy lift wheeled mobile telescopic cranes from Liebherr and Terex Demag ranging from 300 to 1,000 tonnes capacity.

The fleet additions will present a challenge to the leading UK-based crawler crane rental specialist Weldex and also to international heavy lift operators Mammoet, headquartered in the Netherlands, and Belgiumbased Sarens, both of which are active in the UK.

EUROPE'S LARGEST LUFFER

Only three weeks after the official launch of the Wolff 1250B, the title of Europe's strongest luffing jib tower crane passes to Wilbert.

German manufacturer Wilbert's new WT 1905L e.tronic is the first model in the company's new Heavy-Lifter product line. It offers a lifting capacity of 80 tonnes at 25 m radius and a tip load of 19 tonnes at 78 m outreach.

An all new pendulum ballast system has been developed by Wilbert for the new crane. See www.khl.com and future issues of *International Cranes and Specialized Transport* magazine for the latest updates on this crane.



NEWS HIGHLIGHTS

Sales and service company Kranenbouw has begun a joint venture with Jost Cranes to create the S-Series of topless cranes. It includes three cranes: the JT 132.8, JT 152.8 and JT 182.8, all with a maximum capacity of 8 tonnes. The series has been designed for rental companies and offers modular jib, winch and electrical components.

Specialty Crane & Rigging of California, US, is a new dealer covering the state of California for Eagle West Equipment. Specialty Crane & Rigging was established in 1984 to service central California and now has offices and yards in Santa Barbara, Santa Maria and Paso Robles. Specialty will represent the entire Eagle West Equipment product line, including San Marco self erecting cranes, city cranes and tower cranes; Koenig self erecting cranes; Wilbert tower cranes: Boscaro and HMT crane and material handling accessories; and Magnum generators and tower light systems.

No.

Liugong crane venture

One of China's largest earthmoving equipment manufacturers, Liugong, has branched out into the crane sector with the construction of a new factory in Bengbu, Anhui Province. The company has set a target of 3,000 crawler and mobile crane sales in 2011.

Liugong is one of China's oldest and largest earthmoving equipment manufacturers. Recent years have seen it branch out from its mainstay wheeled loader line into other machine types, for example, excavators and road building equipment. It has now added cranes to its portfolio, with three mobile and three crawler models.

Zeng Guang'an, Liugong president, told *IC*, "This year we have a 50, 70 and 100 tonne mobile crane, which are the popular sizes in China. We also have three models of crawlers – 55, 80 and 160 tonnes – again, these are the most popular models in China."

According to Zeng, at 55,000 square metres, the company's

new dedicated crane factory in Bengbu is the largest of Liugong's facilities.

"It will have a capacity of 3,000 machines per year, and we hope to be selling that many cranes within three years," Zeng said, adding that the cranes will be available both inside and outside China.

"I'm very confident about these numbers. I think we have good products, and we have a very strong dealer network, both in China and overseas," Zeng said.

MAMMOET PAIR ON 600 TONNE PORTAL

Netherlands-based international lifting and transport specialist Mammoet has been using its two 1,200 tonne capacity Liebherr LTM 11200-9.1 wheeled mobile cranes around Europe for about six months. Earlier this year they were got together for the first time for a series of five tandem lifts at Cuxhaven. The job was to erect a 600 tonne capacity portal crane with a total weight of 1,000 tonnes.

At Steel Construction GmbH near Cuxhaven they build foundation systems for offshore wind farms. A heavy load handling quay is being built to load the 490 tonne tri-piles onto barges.

The heaviest loads were the two 250 tonne main bridge members nearly 70 m long and 5 m tall suspended from the two crane hooks. The cranes had to be repositioned so being able to move with all 52 tonnes of counterweight on the superstructure saved time.

The final and most challenging lift was to install the 155 tonne travelling trolley with machinery house at a height of 50 m. The 30 x 6 x 6 m load had to be lifted, rotated 90 degrees and



positioned on to the tracks.

To make this lift one of the cranes had to reach over the erected crane's structure to pick the load at a 23 m radius. It was erected with the 50 m boom and 30 m luffing fly jib. The other crane had the 100 m boom and Y-suspension system.

Verticon goes to D&G Hoist and Crane Hire

D&G Hoist and Crane Hire in Australia has announced its purchase of Verticon's Australian crane and hoist rental division.

"The D&G business from June 1st becomes one of the largest hoist and tower crane rental companies in the Asia Pacific region and certainly by far Australia's largest tower crane and hoist hire company," said Gino DeCesare, D&G Hoist and Crane Hire managing director.

Included in the AU\$12

million (US\$ 8.5 million) sale are the Verticon fleet of 160 tower cranes (various brands), 140 passenger and materials hoists, 17 mobile cranes, 70 Preston loading platforms and other equipment. Also transferring are all rental agreements and 280 employees outside the property development division.

Also included are offices and yards in Perth, Melbourne, Sydney and a new one in Brisbane. In Adelaide, Darwin and Singapore there are arrangements with local rental companies.

"This sale now completes the disposal of Verticon's Crane and hoist division. Verticon now looks forward to focusing and growing its property development division and providing value to its shareholders going forward," said Andrew Torrington, Verticon managing director.

D&G was set up in 1998 by Gino DeCesare and David Keating who own it between them 50:50.

Terex crane sales down 29% in Q1

Net sales in the Terex Cranes segment for the first quarter of 2009 were down 28.9% (US\$187.5 million) to \$461.4 million on the same period of 2008.

Rough terrain and tower crane sales were particularly hard-hit while demand continued for large crawler and all terrain cranes, especially for infrastructure and energy projects. Included in the crane segment figures for the first

NEWS HIGHLIGHTS

Knuckle boom crane manufacturer Hiab has launched three new models in the 2 to 4 tonne-metre range. The XS 022, 033 and 044 are described by the manufacturer as being "compact with superior performance in their capacity range." Simplicity is another feature. Hiab said. They are suitable for mounting on lighter vehicles and the vertical placement of the control levers means more room for the load.

Korean crane specialist Hanchang Heavy Equipment Co. Ltd. has taken delivery of a 1,350 tonne capacity Liebherr LR 11350 crawler crane. Hanchang ordered the LR 11350 with 108 m main boom, 42 m derrick system, 84 m luffing fly jib and ballast wagon with 660 tonnes of counterweight. "With this universal equipment we can cover the diverse requirements of our customers to their full satisfaction," commented Sung Tae Kim at Hanchang.

Crane and transport contractor Havator AB has been awarded a €2 million contract to erect 23 wind turbines in Sweden. Havator will do the logistics and crane services on the four wind parks.

time are the truck mounted articulated hydraulic crane business formerly part of the Construction segment.

Cranes segment order backlog decreased 41.1% compared to 31 March 2008 and was down 32.6% on the level 31 December 2008. Operating profit for the first guarter of 2009 was \$25.4 million, a decrease of \$58.2 million compared with the \$83.6 million of Q1 2008.

NEW WHEELED MOBILES FROM TADANO

Tadano Faun in Germany has launched two new wheeled mobile cranes.

The 130 tonne capacity ATF 130G-5 all terrain and 70 tonne capacity truck mounted HK 70 were shown at the company's European Distributor Days at the end of March.

The five axle "G" for Global all terrain fits in the range between the 110 tonne capacity ATF 110G-5 and the 160 tonne capacity ATF 160G-5

It has a six section 60 m boom with single cylinder telescoping. Extensions are available as 10/18 m and up to a maximum total of 32 m, in mechanical or hydraulic version. A heavy duty 3.8 m jib, as on the larger 160 and 220 models, has a capacity of 40 tonnes.

The other new crane is the HK 70, which, Tadano claims, is the only truck-mounted 70 tonne crane on a five axle truck from Germany. Total weight, with the maximum 15 tonnes of counterweight, 9/16 m extension, 32 tonne hook block and 10 tonne swivel hook, is 52 tonnes. This is 2 tonnes less than the 54 tonne maximum so there is still 2 tonnes available for more lifting tackle.

Manitowoc sales

First quarter 2009 net sales in the Manitowoc Crane segment were US\$672.9 million, down nearly 24% from \$884.4 million in the first quarter of 2008. Operating earnings for the first quarter of 2009 decreased 58% to \$56.5 million from \$134.6 million in the same period last year.

Backlog totalled \$1.4 billion at 31 March, 2009, a decrease of 28% from the \$1.9 billion backlog at 31 December 2008.

"This quarter contrasts sharply with the first quarter

New from Link-Belt in the US

is the 75 US ton (70 tonne)

and built in Lexington,

Kentucky, Link-Belt said.

retractable side frames for

crawler crane.

capacity TCC-750 telescopic

The TCC-750 is designed

Special on the TCC-750 is the

easy transport. The TCC-750

is designed with a low centre

are no outriggers to position.

A four-section 38 to 115

foot (11.6-35 m) boom gives a

of gravity for stability and there

sealed lower and hydraulically

New 70 tonne telescopic

crawler from Link-Belt

and backlog drop of 2008 when we were near the peak of the business cycle in our crane segment," said Glen Tellock, Manitowoc chairman and CEO. "We experienced a dramatic reversal in demand for cranes over the past several quarters driven primarily by constrained credit availability. As a result, customers have cancelled or delayed deliveries across many of our end markets and product lines. Fortunately, we have experienced a less severe decline in the Foodservice segment."

NEW STANDARDS

Three new ISO standards aim to reduce the risk of accidents.

The objective of the first is a uniformly high competency of crane inspectors worldwide. ISO 23814:2009. Cranes -Competency requirements for crane inspectors specifies the required competency of people who carry out periodic, exceptional, alteration and thorough inspections of cranes. It excludes day-today inspection and checks done by crane operators and maintenance personnel.

The two other standards ISO 9927-1:2009, Cranes - Inspections - Part 1 and ISO 9927-3:2005 Cranes -Inspections - Part 3 point out that for safe operation cranes need to have their proper working and operational conditions maintained. All cranes must be inspected to detect unsafe conditions so they can be rectified. Crane users or owners are responsible for the inspections.

maximum tip height of 121 feet (39 m). Optional equipment includes a 35 to 58 foot (6-17.7 m), two-piece, on-board lattice fly with offsets of 2, 15, 30, and 45 degrees. Maximum boom and jib length is 121 + 58 feet for a 179 foot total (37 + 17.7 m for 54.6 m).

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Mini crawler from Hinowa and Penny

The HS400/V12 is a new mini crawler crane developed jointly by Hinowa and Penny Hydraulics in the UK. It is a battery powered mobile crane on rubber tracks for lifting small plant, equipment and other loads up to 630 kg. Penny said it is for "off road and rough terrain applications where safe load handling is required but where conventional vehicle mounted cranes cannot easily operate." The unit combines the Hinowa HS400 electric crawler chassis unit and the Penny Hydraulics V12 crane.

Tough quarter for Cargotec

Terex Fantuzzi and

Noell deal back on

Cargotec's first quarter results for 2009 show its Hiab loader cranes division has been increasingly hit by the drop in construction and new truck sales. The group's other divisions, Kalmar and MacGregor, have also seen a tough three months.

Hiab's share of group orders received, totalling €456 million (US\$ 594 million), was €138 million (\$180 million), down

Following its 2008

announcement and

termination of the acquisition

acquisition is again to go ahead.

Terex Corporation said it

(similar to a letter of intent) to acquire port crane and

equipment manufacturers

Fantuzzi Industries and

Noell Crane for about

(US\$235 million).

€175 million

has agreed on a term sheet

of Fantuzzi and Noell, Terex

has announced that the

from €228 million (\$297 million) in the first quarter of 2008. A majority of those were small individual orders, which is typical of its operations, said the company.

The division's sales declined from $\notin 230$ million (\$299million) to $\notin 153$ million (\$199million), attributable to the low order intake in the final quarter of 2008.

See full story on www.khl.com

Terex first announced the

Noell in August 2008 for about

€215 million (\$289 million) but

announced in December that it

was terminating the acquisition

material adverse change in the Fantuzzi business." After the

termination Fantuzzi disputed

it and initiated arbitration

against Terex in Italy. The

parties, with the lenders to

to discuss a resolution.

Fantuzzi and Noell, continued

"due to the existence of a

acquisition of Fantuzzi and



Steel Authority of India Limited has taken delivery of its first 110 tonne capacity Manitowoc Model 12000 lattice boom crawler crane. Work includes picking columns, girders and fabricated structures during expansion work at its Rourkela plant.

The modernization project will increase annual production capacity from 2.1 million to 4.5 million tonnes. Rourkela was the first integrated steel plant in the public sector in India with an installed capacity of 1 million tonnes.

The Model 12000 has 70.1 m maximum boom and can have up to 82.3 m of jib. Rated line pull is 11,400 kg and it runs up to 120 m/min.

ESTA 2009 AWARD WINNERS

The ESTA 2009 awards for outstanding achievement in lifting and transport projects, plus safety and other awards, were presented at a gala event in Paris during the Intermat construction exhibition in April. ESTA is the European Association for heavy haulage, transport and mobile cranes.

Entries in two categories each of lifting and transport jobs were recognized for their achievements in particular projects. In addition to these four categories there were awards for safety among other achievements.

In the category of crane operations using a telescopic or equivalent lattice boom crane of less than 100 tonnes capacity the winners were: 1. JJ Kraner, Denmark.

- 2. Wiesbauer, Germany.
- 3. Egger, Emil, Switzerland.

In the category of crane operations using a telescopic or equivalent lattice boom crane of more than 100 tonnes capacity the winners were: 1. Sarens NV, Belgium.

- 2. Mammoet (UK), United Kingdom.
- 3. Sarens Nederland, the Netherlands.
- In the category of transport operations with less than 120 tonnes

gross vehicle weight, the winners were:

- 1. STDR-TEDL, France.
- 2. R. Collett & Sons (Transport) Ltd., United Kingdom.
- 3. BKV B.V., the Netherlands.

In the category of transport operations with more than 120 tonnes gross vehicle weight, the winners were as follows:

- 1. Fagioli Spa, Italy.
- 2. Friderici Spécial SA, Switzerland.
- 3. Sarl.Trsp. Locations Courcelle, France.

The award for contribution to safety, presented by Mike Maruo at Kobelco, went to Ainscough Crane Hire in the UK for its fall-restraint system on ballast support vehicle trailers and similar.

Winner of the personality of the year award, presented by James King

at KHL Group, was Hansjörg Nagel at Scheuerle / TII Group in Germany. The innovation award went to Verticaal Transport Centrum (VTC) in the Netherlands for its crane simulator to train offshore crane operators. Development of the year award went to Liebherr-Werk Ehingen in

Germany for its 600 tonne capacity LR 1600/2 lattice boom crawler crane.

See the June 2009 issue for more details about the jobs.

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Shares still climbing

S is weeks of week-onweek stock market gains is good news at any time, but it was particularly welcome this March and April, following the year-long hammering share prices have suffered.

It was a particularly encouraging period for the lifting sector. The industry enjoyed gains far greater than those of the mainstream markets for the second month in a row.

Between weeks 13 and 17, *IC*'s Share Index was up 13.74%. The nearest any of the blue-chip market indicators could come to this was the Nikkei's 7.65% rise over the same period. The Dow was not far behind with a 6.14% rise, while the FTSE looked more lacklustre with a 4.73% rise.

But some important psychological barriers were broken. The Dow made it back above the 8000-point mark in late April, having been below 7000 at the start of March. The FTSE meanwhile broke through the 4000-point barrier.

Crane shares

Despite a strong overall performance, the lifting industry was a mixed bag. While Kobe Steel led the way with a 21.13% rise, fellow Japanese manufacturer Hitachi could only muster a lacklustre 1.55% increase, while Tadano was the only company to see a net loss over the four-week period.

But elsewhere there were good gains. Even Terex moved up 18.65% over the four-week period, despite announcing first quarter losses of US\$ 75 million in week 17. Before anyone gets too excited, however, it would be premature to herald the gains of March and April as the start of a prolonged recovery.

First, share prices are low in historic terms. *IC*'s Share Index is more than 60% lower than it was at the end of April 2008, just before the share price crash started in earnest. Second, although there has been a steep climb in recent weeks, the fall at the start of the year was even sharper.

The net result is the *IC* Share Index is still more than 8% down on the year to date. The crumb of good news is this is not as bad as the Dow and FTSE, which are in the red to the tune of 10% or more. Conversely, the Nikkei is only down 3.5% in 2009.

Confidence returns?

April saw the markets make some counter-intuitive moves. Terex rose on the announcement of a big loss but it was not alone. Caterpillar had a similar experience, with shares rising on the news of its first quarterly loss since 1992.

The conclusion to draw is that the losses being reported are not as bad as the market had expected. With confidence returning and the credit system gradually ungluing itself, investors seem to be waking up to how low shares have fallen, and what good value they may represent.

Yes, it is too early to call this a recovery – markets can be prone to false dawns – but it has certainly been an encouraging few weeks. April saw the continuation of the stock market rally that began in mid-March. It was a muchneeded winning streak, but share prices remain at historically low levels. CHRIS SLEIGHT reports

APRIL IC SHARE INDEX

STOCK	CURRENCY	PRICE	PRICE	CHANGE	⁰∕₀	PRICE 12	12 MTH
		AT START	AT END		CHANGE	MTHS AGO	% CHANGE
IC Share Index*		189.30	215.30	26.00	13.74	549.82	-60.84
Dow Jones Industrial Ave	age	7609	8076	467	6.14	12849	-37.14
FTSE 100		3926	4112	186	4.73	6077	-32.33
Nikkei 225		8107	8726	620	7.65	13863	-37.06
Hitachi Construction Mach	inery YEN	1292	1312	20	1.55	2955	-55.60
Konecranes	€	12.88	14.75	1.87	14.52	25.47	-42.09
Kobe Steel	YEN	142	172	30	21.13	315	-45.40
Manitowoc	US\$	4.84	5.26	0.42	8.68	38.82	-86.45
Palfinger	€	9.36	10.77	1.41	15.06	23.52	-8.42
Tadano	YEN	429	419	-10	-2.33	998	-58.02
Terex	US\$	10.94	12.98	2.04	18.65	69.53	-81.33

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

EXCHANGE RATES – US\$

CURRENCY	VALUE AT START	VALUE AT END	CHANGE	% CHANGE	VALUE 12 MTHS AGO	12 MTH % CHANGE
YEN	98.21	96.96	-1.24	-1.27	104.20	-6.95
€	0.7349	0.7557	0.0208	2.83	0.6382	18.41
UK£	0.6847	0.6847	0.0000	0.00	0.5072	35.00
Period: Week 13	3 – 17					

PRODUCT NEWS: LINDEN COMANSA 21 LC 750

he new 21 LC 750 replaces Linden Comansa's longestablished 24 tonne capacity LC 8952 model and completes the LC 2100 series of large flat top tower cranes.

One of the main advantages is that the new machine from the Spanish tower crane manufacturer will be integrated into the factory's production line, unlike the LC 8952 which was based on the older Linden design and built separately. This, says the company, brings potential customers considerable cost savings, as well as access to a modular system to give easier transportation and erection.

Another feature of the 21 LC 750, which comes in 24, 36 and 48 tonne capacity versions, is the upper structure, explains Fermín Manso, Linden Comansa research and development director. All its jib sections, except those at the centre, are interchangeable with those from the rest of the LC 2100 series.

"All jibs and mast sections from that series [LC 2100] are compatible with the new crane. For instance, the mast sections of the new crane can help the other cranes of the series to reach

The jib slots into the counter jib using the apex-free design, for which a patent is being sought

higher freestanding heights. An example of this is that the 21 LC 550 can be climbed up to 85.8 metres with fixing angles, instead of reaching 71.1 with the standard tower sections," adds Manso.

An additional advantage is that the D36 mast sections are 2.5 metres square, significantly less than the 3.5 and 4 m sections used in the older model, which were more difficult and more expensive to transport.

Patent pending

Erecting the crane has also been made easier with the removal of the cat-head. In the new patent-applied-for design, the jib and counter jib are joined together on the turntable, without any apex section. "This way, assembly is easier and faster, with reduced costs every time the crane is erected. As an added bonus, transport and heavylift problems associated with big cat-heads are no longer an issue," says Manso.

The 21 LC 750 has a110 kW hoist motor and a hoist drum capacity of 1,400 m on all three versions. The difference



Linden Comansa has introduced its biggest flat top tower crane to date, boasting a capacity of 48 tonnes and a unique jib and counter jib connection. EUAN YOUDALE went to see it

comes with the trolleys and the reeving: The 24 tonne version has two or four falls, the 36 tonne has a two or sixpart reeving system, while the

> 48 tonne version has a four or eight-part line. The reevingchange is automatic and controlled from the cabin with a double trolley system.



Maximum jib length is 80 m, while top freestanding height is 75.5 m. The maximum jib-end load depends on the version: 7 tonnes on the 24 and 36 tonne versions, and 6.5 tonnes on the 48 tonne version.

The trolley system also

The Linden Comansa LC 8952 has a distinguished career. An example of its longevity is the two sold to Ocisa in 1989 for work on the Pliego dam, Murcia, Spain. One of them is now working in a cement plant about 100 km from Riga in Latvia

Pushing



PRODUCT NEWS: LINDEN COMANSA 21 LC 750

boundaries



saves capacity and time, adds Manso, This is because the crane automatically switches between the two available trolleys, as and when they are needed, rather than it being done manually. They are also relatively lightweight, which means vital capacity is retained. Manso explains that slack in the cable is also reduced in jib configurations of 60 m and more, by bringing one of the trolleys to the jib's midpoint, while the second trolley lifts the load at the end of the jib.

Far reach

Typical applications are wideranging and include those for which the LC 8952 was originally designed. Examples are commercial construction, civil construction, including bridges, dams, and industrial applications, such as nuclear power plants, as well as mining.

"The main benefit of the 21 LC 750 for Linden Comansa is that we are increasing (opening) the target market of our products from commercial construction to the industrial sector and. because of this, we will be able to reach more countries: the industrial sector's target markets. Also, as we are focusing on a wider number of sectors, we will be less affected by the construction cycles and financial problems, like the current global crisis," said Alberto Munárriz Aldaz, Linden Comansa managing director.

Two 21 LC 750s have already been delivered to Rentakran Ukraine, Linden The 21 LC 750 stands in the foreground at a height of 40 m



Fermín Manso, Linden Comansa research and development director

Comansa dealer in that country. One of them is a 24 tonne version which will soon be working at 132 m with an LCL 500 luffing jib model, in the construction of a concrete plant in Gumentsy. The second 21 LC 750, a 48 tonne version, will be working permanently in a steel foundry in the southern city of Donetsk. Aldaz hopes the company will sell a further 10 to 15 units in the next 12 months.

With design of the 21 LC 750, the company took the chance to review and improve the features of other models in the LC 2100 Series. Cranes like the 21 LC 550 will have a capacity of 24 tonnes rather than the current 18 tonnes.

There will also be additions to the range of luffing jib cranes with a new series offering a number of capacities. They will use a modular system allowing a



Sixty tonne tests are carried out at Linden Comansa's main factory in Pamplona, Spain



The slewing motors are inserted inside the unit for transport and then attached to the top of it with four screws

crane to be easily upgraded on site. The only changes during the process may be at the end of the jib and to the drive mechanisms, although they would remain in the same position. The capacities cannot be confirmed as yet, but it is hoped the range will be ready for exhibition at Bauma 2010 in Munich, Germany next April.

LINDEN COMANSA'S 21 LC 750 SPECS

MODEL	JIB Length	MAXIMUM FREESTANDING HEIGHT	MAXIMUM LOAD (tonnes)	MAX JIB-END LOAD (tonnes)	HOIST MOTOR	REEVING
21 LC 750 24t	80 m	75.5 m	24	7	110 kW	2 - 4
21 LC 750 36t	80 m	75.5 m	36	7	110 kW	2 - 6
21 LC 750 48t	80 m	75.5 m	48	6.5	110 kW	4 - 8



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INTERMAT REVIEW





Largest crane at the show was Liebherr's imposing 600 tonne capacity LR 1600/2 lattice boom crawler in the colours of Usabiaga, Spain

New from Locatelli in Italy was the 50 tonne capacity Gril 8500TL rough terrain with five section synchronised 37 m boom (40 m tip height) and Cummins engine



Zoomlion is launching a new dealership network across Europe. The Chinese manufacturer's UK dealer Crowland is at the centre of the plans and has already become the only service centre in Europe to offer a comprehensive stock of spare parts, according to Crowland.

Peter Isitt, Crowland managing director, said it set up a fruitful partnership with the manufacturer to ensure imports met European standards. More active dealers offering such services will follow on the continent.

William Chen, Zoomlion overseas marketing manager, said there had already been some 40 units sold of the 70 tonne capacity QUY 70 crawler crane across Europe. Despite the economic concerns and some notable absentees, April's Intermat 2009 exhibition in Paris turned out to be a positive and worthwhile experience for those who attended. *IC* rounds up news from the show





Largest new crane was the 400 tonne capacity Kobelco SL4500 lattice boom crawler. A handover ceremony saw the crane presented to Weldex, the UK's largest crawler crane rental company



Spanish tower crane manufacturer Jaso launched a new 10 tonne capacity tower crane. The J150.10 is the second model in a new series of three. It can lift 1.6 tonnes at 65 m and has a unique design in that it is a flat top and cat head cross. Rather than the conventional two ties, this model only has one.

Another feature is that all the upper components, including trolley and winch are contained in one unit for easy assembly. The crane's smaller brother, the J120.10 was launched in 2008, while the bigger J420 will be introduced later this year. It will have a 20 tonne capacity and lift 4 tonnes at 80 m.



INTERMAT REVIEW



Sany will launch new 650 and 100 tonne capacity crawler cranes by the end of the year. The 650 tonne SCC6500WE will initially be aimed at the Chinese market but exports may follow in the next three years.

Zhu Wenkui, Sany Science and Technology international sales director, said the model was designed primarily for the erection of 3 MW wind turbines. It offers a maximum main boom of 84 m, plus a 12 m fixed jib. It has a 7 m retractable chassis, while the engine passes Euro Stage III emission standards.

In contrast, the 100 tonne capacity heavy duty SCC1000HD crawler will be aimed at export markets across the world immediately, ranging from Europe to South East Asia.



Zoomlion and XCMG crane dealer Crane China was showing at the exhibition. The four-year-old company is one of the top 10 exporters of construction machinery manufactured in China, says its business director Ken Lee.

In 2008 Crane China exported 300 truck and crawler cranes mainly to the Middle East and Africa, with about 10% going to Asian countries.



The new 350 tonne capacity Liebherr LTM 1350-6.1 all terrain

Marchetti has launched a 60 tonne capacity truck crane upper that can be operated without the chassis.

The Italian manufacturer says the MTK 60 is designed for markets as far afield as Brazil and Australia where the customer will supply the chassis.

Maximum boom length is 40 m, with the option of an additional 14.5 m swingaway jib. Features include remote controlled outriggers and an independent engine for the crane superstructure. Marcello Maestri, Marchetti export manager, said the upper is completely independent from the chassis, which makes the crane cheaper to transport and more flexible for the customer.





GGR has launched the world's first Zone 1 airpowered mini-crane for hazardous offshore and petrochemical environments, as well as underground controlled sectors. The AL Series will initially comprise three models: the AL529, AL629 and AL660, with a further three in development. Capacities are 2.9 tonnes at 1.4 m, 2.9 tonnes at 2.5 m and 6 tonnes at 3 m, respectively. The series is classified to operate in hazardous Zone 1 and 2 environments and meets the requirements of the EU ATEX 95 Equipment Directive.



Luna showed its 40 tonne capacity GT40/32 truck mounted crane with 32 m telescopic boom. It is mounted on an MAN 6 x 4 TGA 33.440 truck. Two new cranes are in development for launch next year. One is the GTR-30/110 recovery tow truck with 30 tonne capacity telescopic crane for heavy recovery work.

Maeda Mini Cranes showed its 6 tonne capacity LC1385B crawler crane for the first time in Europe. Suitable for small-scale construction and industrial applications, for example, moving robotic machinery, the model has a 16.26 m boom and an optional fly jib offsetable from 0-60 degrees. A front blade comes as standard.

Also on display was the new MC174 CRM mini crane. It replaces the 995 kg capacity MC104 CER petrol version, while the 104 electric version remains in the range. The machine's slim width of 590 mm, coupled with a 1.72 tonne lifting capacity makes it unequalled in the market, says the company. Maximum working height is 5.5 m.



INTERMAT REVIEW

The 40 tonne capacity truck mounted TMC 540 was a surprise launch from Manitowoc Grove. The GSK55 behind it is the telescopic boom upper from a 55 tonne capacity GMK3055 all terrain mounted on a specially built semi trailer hauled by any standard commercial tractor unit



LEFT TO RIGHT: Eric Etchart, Manitowoc Cranes president; Martin van Riel of M.J. van Riel, Philippe Cohet, Manitowoc EMEA executive vice president and Frans Vanwinkel, Manitowoc vice president sales and marketing for EMEA





Erich Sennebogen says his company's new 90 tonne capacity heavy duty model 690 lattice boom crawler is the first of a new generation of machines built on a completely new concept



Martin van Riel from Netherlands-based crane rental company M.J. van Riel is congratulated on being the first customer of Manitowoc's new 45 tonne capacity Grove GCK3045 city crane. Riel said it was ideally suited for projects based inside buildings thanks to its compact design. The rental firm has 82 cranes, mostly Grove all terrains, as well as a number of tower cranes.



The Gapo GA 16 is a new self-propelled machine for moving self-erecting tower cranes and industrial machines on site. It was designed by the Gavarini Group in Italy and offers remote or manual operation on rough terrain. The one-axle machine can pull or push up to 25 tonnes and lift up to 11 tonnes.

Gapo is the Manitowoc dealer for central Italy and has been working on the product for six years. Marco Gavarini said the GA 16 was suited to rental firms and companies in the logistics sector. Transport companies wishing to move semi-trailers on their own site would also benefit, he added. The first unit had been sold the UK and company is now working on similar transporters for different machines.

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ESTA 2009 AWARDS



A spectacular evening event and dinner for hundreds of people was the scene of the 2009 ESTA awards presentations for outstanding achievement in lifting and transport projects plus safety and other awards

Celebrating SUCCESS

STA is the European association for heavy haulage, transport and mobile cranes. The awards dinner, attended by more than 470 people, was held on 23 April at the Hilton Charles de Gaulle Hotel in Paris, France during the Intermat construction

equipment exhibition. Entries in two categories each of lifting and transport jobs were recognized for their achievements in particular projects. In addition to these four categories there were awards for safety, among other achievements.















ESTA 2009 AWARDS









































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75 ton (70 mt) Telescopic Crawler Crane



LOADER CRANES

Difficult economic times have brought turmoil to the loader crane industry, but demand continues for faster, more flexible machines. EUAN YOUDALE reports

Hiab's new XS 855 loader

White knuckle ride



The compact F30 City was launched by loader crane manufacturer Fassi. Fully folded, the machine is 1.6 m wide, making it suitable for ancient town centres and mountain villages, for construction or renovation work.

It will be available with up to three hydraulic extensions and can lift 335 kg at 6.3 m. The model can be equipped with a proportional multifunction remote control, an electronic load limiting device, a lift for the operator and a range of other hydraulic accessories, such as buckets, forks or jaws. wo notable trends in the knuckle boom sector over recent months are the development of medium to high capacity models and the move to restructure manufacturers' facilities.

Terex has moved its hydraulic knuckle boom loader crane product line from the Terex Construction division into the Terex Cranes division. "With a transition from our construction segment to our cranes segment, we are well positioned for our experts to work together to respond to customer and market needs. Terex Cranes is truly a one-stop shop for a wide range of lifting equipment and this is a benefit to all customers," said Jim Robbins, Terex vice president and general manager of operations.

Terex Corporation added hydraulic loader cranes to its portfolio in late 2001 with its purchase of Atlas Weyhausen in Germany. Atlas, with factories in Germany and Scotland, was a pioneer in knuckle boom cranes and was a world leader.

The Terex knuckle boom range of 55 models extends from 1.3 to 60 tonne-

metres maximum load moment. There are 230 boom options and up to eight hydraulic extensions give a maximum 21 m reach.

Lighter

In the medium to heavy crane range, the 38 tonne-metre 380.3 is the latest addition to the line-up, with more models in the pipeline, says Lee Maynard, Terex Atlas general sales manager.

"The 380.3 is lighter than previous models in this class and delivers a muchimproved lift to weight ratio. Also, by offering many more jib configurations, including an extended range of fly jibs, it provides more flexibility and choice for the customer," Maynard explains.

Terex will increasingly target niche markets such as timber and marine. It also plans to step up the promotion of its small crane range to, among others, garden, do-it-yourself and rental centres.

New is the Terex-Liv timber crane range and a selection of static marine cranes designed for specific market sectors. The timber market is a new area for Terex.

LOADER CRANES

The Palfinger PK 18002 EH loader crane is part of the company's extended High Performance range

100 TONNER FROM EFFER

Italian manufacturer Effer launched the 100 tonne-metre rated 1355 loader crane at the Intermat 2009 exhibition. The maximum nine extension boom can lift 33.5 tonnes at a 22 m outreach. The jib option comes with up to six extensions and offers 800 kg lifting capacity at a total boom plus jib length of 35 m horizontally. The model includes Effer's Crosstab outrigger system which allows high capacity lifting 360 degrees around the crane.

Federico Lugli, Effer export area manager, says this is the lowest capacity model to incorporate Crosstab and the company is now looking at ways to introduce it on smaller models.

Lugli explains that Effer's strength in the economic downturn comes from being a relatively small company that does not have a large amount of unsold stock sitting



around. "There are no machines over 20 tonnes ready to be delivered. All machines in the factories have been sold, and that's an advantage right now."

Lugli estimates that the entire loader crane market in Italy now stands at about 9,000 units each year, which is about 40% less than this time last year. Italy is still Effer's biggest market, where it sells about 8% of its cranes.

Lugli adds that most companies are not exhibiting low capacity loader cranes at the moment because there are so many of them unsold and available on the market.

The company is now building a larger facility to manufacture high capacity cranes on the same site as its current factory in Bologna, Italy. It is due to start production towards the end of this year and the beginning of 2010.



to have concentrated on its mid-

range models. It has extended its High

Performance series with the PK 13002, PK

14002 EH, PK 16002 and PK 18002 EH.

They are in the 13 to 18 tonne-metre range.

are characterised by their perfect ratio of

deadweight to lifting power. High-strength fine-grained structural steel combined

with state-of-the-art equipment enables

accurate and flexible deployment, even

under the most difficult conditions," said

While the development of major crane

markets, for example, Germany and

France was relatively stable until the fourth

quarter 2008, the markets in Spain, the

UK and Italy almost came to a complete

standstill in the course of the financial year,

"The new High Performance cranes

These latest cranes add to the options now available to customers in this specialist sector, Maynard adds.

"Marine cranes have traditionally been a strong seller for Terex Atlas, but only in selected sectors. The plan now is to target all aspects of the marine and fishing industry, thus capitalising on the company's long time experience and expertise in this area."

Core product

In the future, the principle focus will be on the core product – medium-sized cranes that are lighter, more flexible and offer improved lift to weight ratios. "Value for money will remain the key criteria," says Maynard. "Delivery lead times are down which is good news for the customer. In most cases, chassis are available off the shelf," he adds.

Palfinger is another manufacturer

LOAD AND HAUL

Northshore Manufacturing in the US has added a new loader crane to its range: the Builtrite model 2200. It is designed to load and haul a range of materials and tools used by contractors working in electrical utility, drilling, pipe laying, scrap pick-up, demolition clean-up, general construction, road building and mining.

Palfinger.

Standstill

according to Palfinger.

Features include high pressure hydraulics (4,000 PSI / 275 Bar) and higher flow for a greater lifting capacity of 9.55 tonnes, as well as a higher speed. There is also 360° continuous rotation in both directions using a foot pedal. Maximum horizontal reach is 7.8 m, while vertical reach is 37.6 m, using the fabricated, high tensile strength boom. An optional 8.2 m boom is also available.

The machine also boasts a single, underslung boom hoist and jib cylinder for better operator visibility. In addition, there is an easily serviceable centralised grease bulkhead for working on boom connections, cylinder connections and the turntable.



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LOADER CRANES

TURKISH POWER

World Power Erkin manufactures knuckle boom cranes in ratings between 9 and 420 tonne-metres, as well as 5 to 300 tonne capacity mobile cranes and marine lifters, says the company.

The Turkish company's ER-245.000 L.7 has a lifting capacity of 83 tonnes at 3 metres radius. It was launched in February 2009 and has seven hydraulic and two manual extensions. A jib is also available with five hydraulic and one manual extension.

It has a horizontal reach of 24 m with a 7.5 tonne capacity, without jib. When the jib boom is attached, it reaches 44 m horizontally



and has a capacity of 450 kg, while vertical reach is 48 m. It can have six hydraulically operated outriggers and has a hydraulically moveable cabin, which raises to a 40 degree angle.

The ER-245.000 L.7 is mounted on an 8 x 4 truck and is suitable for lifting heavy loads inside buildings and applications in construction yards where mobile cranes cannot easily operate.

"Because it is mounted on a truck, it has very low operation costs when compared to mobile all terrain cranes. The most important advantage of this crane is the mobility and

> rapid operation," says Ali Burak Kurban, international sales manager.

Erkin manufactures about 250 cranes a year, almost half of which are for the international market. The company's next launch will be a new loader crane: the ER-420.000 L-8, with a 140 tonne capacity.



World Power Erkin Heavy Duty Machines has launched the 3 tonne capacity ER-9000 A.2. Pictured is the prototype, with a further 99 more units due for delivery by the end of 2009.

Maximum capacity is reached at 2.5 m and it can lift 860 kg at 6.5 m. The machine can reach up to 10.5 m vertically and 8 m horizontally.

It will be used for the installation of irrigation pipes and to remove blockages in the system.



After laying off its temporary workers, Palfinger announced a reduction of its core workforce in November 2008 and, in January, introduced short-time working hours for a three month period in its Austrian sites.

"2008 was not an easy year for Palfinger but, despite all the difficulties, we have reason to be satisfied. Our strong market position and the flexible structures that we established in previous years have supported us in this environment. They constitute enormous competitive advantages, especially in difficult times and, therefore, the consolidation in our industry also opens up new opportunities. We achieved further growth in revenue, and our flexibility allowed us partly to absorb the drop in orders in 2008," says Herbert Ortner, Palfinger CEO.

Cost cutting

Cargotec also introduced cost-cutting measures with the announcement that it would stop production at its Salo facility in Finland and reduce its wider workforce as part of a consolidation process.

The economic downturn, however, has not reduced the need for new cranes offering higher speed and greater productivity. According to Hiab, the new XS 855 loader crane does just that.

Long outreach and fast extension are features designed to boost operating speed, productivity and profit. The 80 tonne-metre XS 855 is available with up to 10 hydraulic extensions, plus up to six hydraulic extensions in the EP boom system. Reach extends to a lifting height of more than 30 m for the E-8 with a 145X jib. Combining the E-6 or E-7 with a 175X jib delivers more power.

"The XS 855 increases speed by over 30% and lifts productivity by over 20%," says Sergio Peiró, product manager, high capacity cranes in Zaragoza, Spain. "The major benefits for our European, Asian and American users are the long outreach and vertical high performance provided by the new Hiab 855," Peiró continues.

The new crane, the second largest in the Hiab range, has a modified hydraulic system that increases cylinder speed and raises productivity. Target applications include construction, transport, maintenance and installation markets. Deliveries started in the first quarter of 2009.

HMF, based in Århus, Denmark, is launching a new mid-range series and adding 3,600 square metres to its more >

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A Terex Atlas TLC190.2

output by number and the actual turnover related to this specific business segment are not corresponding and, therefore, highly misleading when trying to understand the size of activity by company."

"Today there is no doubt which companies are in the top three. Then there is a group of manufacturers or brands fighting to be number four. On the manufacturing side, where HMF controls 100% of all production processes involved in the manufacture of its loaders, it is number four in the world. When comparing it to other Italian brands using subcontractors for components, parts and, in some cases, the entire crane, this picture may vary."

than 30,000 square metre Højbjerg facility. It will house a new automatic crane arm factory and painting facilities, and form part of a larger plan to improve manufacturing.

"HMF is transferring a major part of its yearly profit into research and development. Priorities do, of course, lie with what products are most requested from the market and what represents most value in return on investment," says Søren Them Kjær.

The new 13 to 24 tonne-metre range of knuckle boom cranes represents that demand as mid-range cranes attract around 50% of HMF's market, says Kjær. It will also play a part in the company's efforts to expand its global presence, alongside its three international divisions, HMF UK, HMF Ladekrane in Germany and HMF Sweden.

The new series is rated between 13 and 24 tonne-metres.

Leading the way

Four new models led the way in 2008. At the lower end, the HMF 1300 has a maximum lifting capacity of 2.83 tonnes. At full reach, its six hydraulic extensions offer lifts of 340 kg. Topping the series is the 3.75 tonne capacity HMF 1730, which can lift 580 kg at full reach. All the machines have six hydraulic extensions, reaching 17.2 m.

Later in 2008 HMF launched the second half of the series, which offers eight hydraulic extensions at 21.7 m full reach. The 3.83 tonne capacity HMF 1800, at the lower end, can lift 280 kg at full extension, compared to the series-topping 5.27 tonne capacity HMF 2400, which can lift 500 kg.

The new series will complement the rest of HMF's knuckle booms with ratings between 0.5 and 72 tonne metres.

Kjær adds that it is difficult to pinpoint HMF's position in the global market. "The



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Lift & Shift India Pvt.Ltd. was contracted to relocate four 24.5 m tall spheres, weighing 400 tonnes, on an 8 km journey to a new site at Essar Construction Limited in India. *IC* reports

The first challenge was to shut down and remove a high tension power line from the route for as little time as possible. All four spheres were transported simultaneously to avoid major disruptions to power supply.

After receiving the go-ahead for power shutdown and the removal of the wires at a specific date and time, 136 self-propelled axle lines were mobilized. The spheres were loaded using the axle lines' internal hydraulic system.

A steel frame was fabricated for each sphere to ensure an equal distribution of load and stability during transport. Each sphere was loaded on 30/36 axle SPMT trailers comprising three rows of 10/12 axles each.

The next step was to cross a major highway. Traffic was halted while the spheres were transported across the road, one after the other. This operation took about eight hours.

The spheres were finally transported to the foundation area about 8 km away and subsequently unloaded on to stools.

The work was commissioned by Essar Steel, Hazira.



INDUSTRY FOCUS: PETROCHEMICAL

Rear view of the CC 8800-1 performing the reactor lift in Dagang, China



A 1,600 tonne capacity Terex Demag CC 8800-1 crawler crane was used to lift a 407 tonne polythene reactor at the Xingang Port, China

The gigantic polythene reactor was first loaded on to a trailer at Xingang Port, which was escorted by police and security forces at walking pace to the ethylene plant in Dagang, some 40 km inland.

The reactor is 47 m long, 8 m in diameter and weighs 407 tonnes. A truck mounted crane cleared its path by moving all power lines along the route.

> The plant in Dagang is the largest of its type in China. Once in operation it will produce a projected 1 million tonnes of ethylene annually. The project is being carried out by The Fourth Construction Company of Sinopec.
INDUSTRY FOCUS: PETROCHEMICAL



Dual lift performed by the Terex Demags CC 8800-1 and CC 2500



It started in 2006 and the plant is scheduled to begin production in September 2009. Since 2006, Sinopec has invested RMB26.8 billion (US\$3.9 billion) in projects that cover an area of 455 hectares.

The Terex Demag CC 8800-1 lattice boom crawler crane was waiting for the load at the construction site. The crane was erected to a height of 108 m in SSL superlift configuration. The crane also included its maximum 300 tonne counterweight and a central ballast weighing 60 tonnes. In addition, the superlift counterweight and the corresponding superlift counterweight carrier weighed 640 tonnes. This was to be a tandem lift operation. Assisting the CC 8800-1 was a 450 tonne capacity Terex Demag CC 2500 lattice boom crawler.

Prepping for power

The power of the CC 8800-1 pays for itself in this type of project, says Du



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INDUSTRY FOCUS: PETROCHEMICAL



The CC 8800-1 set up in SSL configuration

China Petroleum and Chemical Corporation's (Sinopec Corp.) crude oil production exceeds 41 million tonnes. The Company is the third largest oil refiner in the world and is ranked number 5 in terms of ethylene capacity and number 3 in number of service stations in the world. The major assets of the company are mainly in the eastern and southern districts of China. Xuewu, chief engineer of the lifting and transportation branch of The Fourth Construction Company of Sinopec. "The time saved at the construction site is of enormous importance for operators responsible for this type of plant, and manufacturers don't have to carry out the assembly on site, which ensures a high level of quality."

Setting up and dismantling the Terex Demag CC 8800-1 takes two days. Preparations for the 440 tonne lift started early in the morning. The polythene reactor weighs 407 tonnes, and the hooks and cables involved added another 33 tonnes. The lift was completed within one hour, at noon, under the supervision of The Fourth Construction Company of Sinopec management.

Also present was Chen Jinhua, former Sinopec president and former vice president of the Chinese People's Political Consultative Conference, as well as deputy mayor of Tianjin city, the fifth biggest city in China, with a population of more than 11 million.

THE CC 8800-1

The Terex Demag CC 8800-1 is the most powerful mobile crane in the world produced in series, says the manufacturer.

Lifting capacity is 1,600 tonnes and maximum load moment is 24,002 tonne-metres. Superlift radius is between 19 and 30 m. With an SWSL luffing fly jib boom configuration, the crane can reach its maximum boom length of 216 m.

None of its components are wider than 3.5 m and almost all of them have a shipping weight less than 40 tonnes.

In addition to a working range limiting function and a ground pressure display, the IC-1 control system also provides extensive auto-diagnostic functions, which makes on-site troubleshooting easier and maximises the machine's uptime, says Terex Demag.

Two identical drive units that work independently from each other, as well as a second independent control system, help ensure maximum availability at the construction site. As a result, the CC 8800-1 can continue its work even if one of its engines or control systems fails.

The optional Twin kit can be used to increase the lifting capacity to 3,200 tonnes – the current world record for mobile cranes.

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INTERVIEW

solid engineering background in the form of two engineering diplomas stands Andreas Schwer in good stead for his challenging new role at Manitowoc. He is senior vice president global engineering and innovation. "Entering the crane industry was entering new ground but, thanks to the good background I have, I quickly got a grip on the ground and set up a dedicated new programme for innovation."

Schwer had two main reasons to move. First, he says, was that the aerospace industry, in which he was previously employed, is very political, and change is difficult to implement, which means less freedom. "I wanted to experience a type of industry where commercial value drives the business."

The second reason was that Schwer wanted to drive a global business. In his previous job at Eurocopter there was a global customer base but engineering and production was mostly in Europe. "At Manitowoc I have been given the opportunity to work on a global scale, which is a very attractive element in my work and I get lots of freedom. I get a budget, I get a general vision of what the company is expecting and all the rest is up to me." Such an opportunity is rare, Schwer says.

"My mission is two-fold. First, it is to head all the engineering on a global scale for all the product lines. You also need to adapt to a changing market, conditions change, product needs, emerging technologies, so we need to adapt here. This takes about 50% of my time."

The other 50% is devoted to building up this new dedicated innovation organisation. "We are the only company in this industry that has taken the decision to have a dedicated budget for innovation and a dedicated organization to be built up with people who are not sucked away by normal daily operations but who are really devoted to innovation."

The challenge is not to create an ivory tower team isolated from the business. It is to set up a process and an organisation closely linked to involve the customer in the innovation process on one side and also to see what is affordable.

"Innovation is not to create ideas, innovation is to turn ideas into commercial value."

Instead of customers asking for more boom length or 10% more load capacity, "we expect in future the customer to come to us and say 'I have a new lifting requirement, a new type of application, I don't know what the crane should look like, please provide me with some ideas.'

Creating commercial value

Manitowoc Cranes is driving forward under the banner of innovation. New products, processes and services that are more cost effective and better serve the customer are primary aims. ALEX DAHM talked to Andreas Schwer, the new man in charge of the new programme

We want to develop from a hardware provider to a solutions provider."

Parallels

There are more parallels than might at first be imagined between the aerospace industry where Schwer came from and the crane industry. "Starting with the design process, it is based on the same principles. In the system engineering approach we apply the same rules and methodologies."

From a process point of view there are also a lot of parallels. "If you look at some disciplines like major materials this is certainly an area where we, the crane industry, can learn a lot from aerospace where we can take and adapt ideas." In digital electronics, for example, telematics, there are also opportunities to benefit from aerospace. "This is where I can bring value to the company."

Value to customers has to be determined. "There is no point having a highly sophisticated machine that no-one is going to pay for. We need to find the right balance between technological push, market pull and acceptability, which means that we have to involve the customer from the very beginning in the innovation process to make sure that product is developed for the market, for the customer and not just for engineering progress." One other aspect in terms of parallels is safety, a key requirement in both industries. "Also, in terms of reliability, we have very robust products, we can see lots of parallel principles in the design process. These are not obvious. I am identifying more areas where I can bring values from this so-called high tech aerospace industry to the crane industry."

Schwer wants to improve reliability, to reduce the lifecycle cost, lower the maintenance cost and extend maintenance periods. "My initial role is to provide better products and lower cost solutions from a total cost of ownership perspective to the customers."

Global operator

"I have no formal head office. I spend 40 or 50% of my time in the US, about the same in Europe and 10 or 20% in Asia. I have a global mission and I have a global office."

Innovation does not mean a centralised physical location where all the innovators are. "Innovation is dislocated because I want to have a close link with the marketing people, to the markets and to the classical engineering teams."

In which direction is the flow of innovation at Manitowoc? "We have identified five axes. In close collaboration with customers, depending on market

INTERVIEW



Innovation is not to create ideas, innovation is to turn ideas into commercial value



trends that we have checked with the Voice of Customer, those technology needs have been transformed to the five axes. We then find programmes or projects. These give a solid mix of quick innovations and long term strategic breakthrough innovations."

Technology transfer

Part of Schwer's background in aerospace is its close links to the academic world. "To a large extent I will do a similar setup here at Manitowoc. I will select some strategic partners from the academic world on a global scale and develop new products with them. We have identified some but discussions are still open and it takes time to get the global alignment."

Innovation is a strategic imperative of the company. "With my arrival it was set in stone, with a dedicated organisation to make it visible to customers. We are not the leader in all product ranges in the world. We are leading in some domains. Across the product lines we want to improve in terms of innovation and technological leadership to bring it to another, higher, level. Our target is to become number one in terms of customer perception on innovation."

The China effect

Manitowoc manufactures in China, making it part of this Chinese community. "We have different product lines that we are developing and manufacturing in China and for export. It is part of our global mission. I do not see them as a threat, rather as a challenge, for us to improve ourselves, to wake us up, to better see our changing market needs."

If the other Chinese manufacturers are successful in Western markets "it means we have missed some market trends or some customer needs. I am not afraid of any competition coming from the far east. For me I would say it is a positive element."

First fruits

"We have 13 innovation projects we are working on now." They are linked to the five strategic innovation axes. Some are short term, some long term and they are closely linked to future programmes. "They do not run in isolation." The timing of an innovation's development has to fit in with its application. "It is useless to drive innovation with lots of effort and to put it on the shelf and wait for five years to get the first application. Time to market - turn these ideas into commercial value."

For the future what new materials and technologies are in the pipeline? Materials is one, there are lots in electronics and lots in the area of 'end-to-end solutions'. "I do not just want to deliver the crane. I want to deliver end-to-end solutions – lifting capabilities – to our customers."

CraneStar is an example and others will follow to provide end-to-end solutions. "This will play more and more of a role in the future and this for us is a good differentiator because we better understand our customers and the markets. We are expert, we are global and by that we can offer higher service to our customers."

What other factors influence the design of cranes? "Technology-wise we can do much more but it needs to be affordable and, as such, we have to go for good compromises. Other factors we discussed are transportability, rigging times, things like that play an essential role. Modularity plays a role, operational flexibility, versatility of products. It is less and less the pure performance."

How it looks

First priority by far is the product's functionality. "We are not ready to compromise from the function point of view but wherever we have the option to optimise design aesthetics we will. I see some room for improvement. You can look across this industry and it is very traditional and in many cases you can see that the industrial design was done by engineers.

Making it

Manufacturing is part of the continuous improvement process. "We always try to take off cost. We have advanced design concepts. We do not launch a particular new programme, it is part of our daily business, our normal operation."

Advanced manufacturing technologies also play a part, it is not just product related. "We have the budget to make added value for the company and the customers. I want to be measurable by results so it is not academic research. I really want to have complete targets and complete results I can see in complete added value on the product lines."

What innovations can we expect to see next? "We have identified some low hanging fruit for quick innovation results but I do not want to disclose those ideas now. I want to reserve them for the future."



Light work

Flexibility and ease-of-use are towards the top end of a crane designer's checklist. EUAN YOUDALE looks at some new products incorporating both these elements

ne new crane that scores highly in terms of flexibility from a design and production point of view is Manitowoc's Grove TMC 540 truck mounted crane. Introduced last month at the Intermat construction equipment exhibition in Paris, the TMC 540, CE-marked for sale in Europe, combines existing crane elements with a Scania truck carrier.

Ruben Olivas Saunders, Manitowoc global product manager for truck cranes, boom trucks and industrial cranes, says engineering knowledge from the company's US and European facilities was used in the new crane. The crane is the European version of the US-market TM 500 E2. In turn, that crane was developed using the upper works from a Grove rough terrain crane so the same boom and upper are used on at least three very different crane models.

"By using elements of our successful rough terrain crane range combined with one of the most popular truck carriers in Europe, we can raise the bar in the European truck crane market in terms of ease-of-use, reduced fuel costs, longer working life and lower cost of ownership," Olivas added.

The TMC 540 has a 40 tonne maximum capacity and a 31 m four-section boom. With the addition of a 7.9/13.7 m offsettable telescopic swingaway jib, tip heights can extend to a maximum of 41.1 m. Counterweight of 2,550 kg is pinned to the superstructure.

Mobility

The basic crane has a total weight of just over 30 tonnes meaning it can move without a special permit in many of its target

markets. It also measures less than 12 m long and 2.55 m wide. Using a Scania carrier means parts will be readily available through one of Europe's largest truck dealer networks.

"The TMC540 is economical to run and can cover several projects in one day [and it] has a



load chart advantage over existing truckmounted crane alternatives in Europe. Our initial research shows that customers can save up to 60% in fuel costs compared with similar capacity mobile cranes and up to 10% in maintenance costs through the use of simpler technology," says Guillaume Van Hoeck, Manitowoc EMEA product manager for truck mounted cranes, rough terrain cranes, crawler cranes, boom trucks and industrial cranes.

Transferable

Penny Hydraulics in the UK manufactures smaller capacity truck mounted cranes. At this lower end, design is critical to ensure enough loading space remains on the carrier.

The company's Swing Lift Miniloader is an electric crane available in 250 and 500 kg capacity versions. Its lightweight and compact design has minimal effect on the vehicle storage area or carrying capacity,

says Penny Hydraulics.

The boom can be set to three heights without restricting the

maximum load and folds out of the way when not in use. The integral electric winch

> The Swing Lift Foldaway 500 from Penny Hydraulics

allows the crane to handle loads below ground level, for example when lifting items from manholes or access ducts.

Alternative pillar heights and boom lengths are available. An optional belowfloor mounting means the crane can be removed easily for use on another vehicle or to clear the load area. The crane can also be mounted on a ladder gantry without a pillar. A unique patented top fixing provides additional stability without taking up load space when the crane is fitted in vans.

MATERIAL FOCUS

Kabelschlepp Cable Carrier Systems describes how it decides which materials to use for its products depending on the parameters of the applications they will be used for. Only an unbiased analysis focusing on the individual application parameters can deliver convincing results, says the company. Dogmatic followers of a certain material philosophy do not only exclude solutions for an application, but also customer requirements, the company continues.

"It is the application that determines the proposal for a specific cable carrier, and the material used. Our customers have a choice," explains Marcus Richards, engineering manager of Kabelschlepp.

See www.khl.com for the full story.

CRANE DESIGN



An additional product, the Swing Lift Foldaway crane is available with 500 or 1,200 kg maximum capacity. The Foldaway 500 is available in two versions – manual boom elevation and extension or fully hydraulic, while the Foldaway 1200 is fully hydraulic as standard.

"Hydraulic control ensures smooth and precise load handling for the best possible efficiency and safety. Both cranes can be supplied with hydraulic slew for even greater control and stability when handling loads. This option is popular with users who may need to park the vehicle on uneven ground because it prevents unexpected load movements," says the company.

In control

Demands for crane remote control units with sympathetic ergonomic design are also driving their manufacturers to produce lighter and more user-friendly equipment.

Haroon Inam, vice president, global engineering, at Cattron Group International based in the US says that apart from lightweight products, ruggedness is an area that the company is concentrating on. Cattron surveys focus groups made up of industry professionals and end users. "The weight of the unit may become cumbersome to carry around but, at the same time, if you make something lightweight it may be too fragile."

The dilemma is such that the company employs a team of 20 industrial designers to resolve such issues. "They evaluate and design our plastics for us to bring structural integrity."

Control Chief, in the US, says it also receives increasing demand for easier to use and lighter weight transmitters. "The biggest difference is the reduction of the overall weight of the control box the operator

WORK, REST AND PLAY

As crane operators spend more and more hours each and every day cocooned inside their cabs, their safety and general wellbeing is of paramount importance. Issues such as operator comfort and cab ergonomics are becoming a much higher priority for designers looking to differentiate their cranes, and create a more efficient and safe working environment.

"Poor ergonomics or an uncomfortable work space are a recipe for inefficiency," says Alex Wakeley, industry marketing manager at Southco.

Headrests, for example, are an important factor in both driver comfort and safety. The



integration of Southco's constant-torque position control mechanisms into headrest applications enable the side wings to be fully adjustable forwards or backwards to suit the operator's desired position and take the strain off their neck, says the company.

The asymmetrical friction action of the hinges makes the headrest easy to adjust in one direction and harder in the other.

"In addition, the precise factory pre-set torque values of the hinges provide lifetime performance without any need for adjustment or routine maintenance."

From a design perspective, their compact size increases flexibility by helping optimise the space available within the headrest for the integration of additional crash restraint systems.

uses. A lightweight transmitter greatly reduces fatigue. With increasing company focus on employee health and safety issues, ergonomics are becoming a major spotlight in remote control design. Composite plastic transmitters have become the norm in the industry," says the company.

To meet requirements Control Chief "incorporates different actuators in their designs – joysticks, paddles or levers, or a combination of them. It manufactures and supplies transmitters ranging from a small handheld unit to a lightweight composite unit and to a heavier metal box, so increasing versatility in their product line."

Datek has approached the issue by developing an ergonomic hook carrier for its line of Midi transmitters. "The hook carrier reduces the stress on the shoulders and back and creates a restful working environment even during long working hours. The hook is also perfect for shorter sessions since it is easy to put on and take off. Because of its design, with simple adjustments, the hook suits all body types."

The MC-3300 unit, shown here, will be used on a National Oilwell Varco rig, currently being built in the Jebel Ali Free Zone in Dubai, UAE. If the initial order proves successful, National Oilwell Varco could install MC-3300s on a further six rigs, says Cavotec



The latest hoist model to enter production at Street Crane Company is the ZX88. At 25 tonnes safe working load, this is the largest model in the ZX6-8 range.

This unit follows the same design principles as other hoists in the series with unitary construction, open plan design and standardisation of components. This ensures easy customisation to meet different national standards and customer lifting needs, says the company.

ZX hoists can be supplied in kit form for local assembly. Launched in the spring of 2008, after a £1.5 million (US\$2.2 million) three-year development programme, Street Crane reports sales of more than 500 units of the ZX6-8 hoist.

The ZX88 marks the final phase in the 0-25 tonne programme, which also sees more new crane builders joining the growing network of international trade partners.

Following later in 2009 will be the ZX10. This will take the capacity of these new generation modular hoists to 50 tonnes SWL. The latest version of the MethoCAD site preparation software from Creative Business Solutions includes a new module designed to ensure the safe operation of mobile cranes, particularly when they are dismantling tower cranes. EUAN YOUDALE reports

There have been a number of fatal accidents when operators have overridden the safety controls to lift heavy loads at a long radius, says Albert Fitoussi, general manager at Creative Business Solutions. "This is the direct consequence of a lack of preparation. Studying the site layout would have indicated potential problems, but an estimated 70% of companies do not carry out this kind of check to their mobile cranes before work starts on site."

The new version 9 of MethoCAD makes it easy to address the issue, Fitoussi adds. At the click of a button, the user can see on a plan drawing the loads at each position of the crane hook, with concentric circles indicating allowable values.

Limited access

MethoCAD contains information supplied by manufacturers so that the capacities of different models are accurately represented. The CAD-based software also takes account of space limitations on site, which can be a particular issue once the



MethoCAD offers 3D site modelling

Overriding success



The new module helps the user to check that the proposed mobile crane's boom length, angles and loads will be within allowable limits

permanent works are in place.

"All too often the mobile crane driver arrives on site only to find that access is limited and that the job would require the crane hook to be extended further than permitted values. Planning the operation in MethoCAD helps avoid the dangerous situation where the operator decides to override the safety devices and attempt the job by lifting loads greater than those that are authorised by the manufacturer," says the company.

Tower safety

Preparations for mobile cranes tend to be neglected, even though companies do generally now plan in advance where they will position their tower cranes, adds Fitoussi.

MethoCAD's modular-based system also covers tower crane planning with features to ensure safe loading and the avoidance of collisions by checking the minimum clearances between cranes. "This can be particularly complex on sites with many cranes. It can't be managed without software. The MethoCAD system contains modules for planning all types of site operations so that potential problems are identified before construction starts," says the company.

Extended family

Creative Business Solutions is celebrating the 20th anniversary of MethoCAD this year and the mobile crane tool brings the total number of modules to an appropriate 20.

The new modules join others which cover aspects of site preparation including layout, 3D site modelling, formwork planning, tower cranes and site safety. MethoCAD has also recently added a module to help sites achieve high environmental standards in areas that include recycling materials, avoiding ground pollution and minimising traffic disruption to neighbours.

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Co-operative spirit



For six months global trade has been in free fall. In April the World Trade Organization forecast that world trade is likely to contract by 9% this year, the steepest decline since WWII.

As the world economy turns increasingly fragile, nations around the world have responded to pressure to keep jobs at home by edging closer to protectionism.

In North America alone, the United States adopted "Buy American" requirements for public works projects funded under the US\$789 billion economic stimulus programme. Mexico suspended preferential tariff treatment on about 90 US industrial and agricultural products, affecting about \$240 billion in goods, in retaliation for the cancellation this year of the pilot cross-border trucking programme between Mexico and the United States. Canada has imposed anti-dumping duties on thermoelectric containers from China.

Meanwhile, China - awash in scandals involving toxins in toys, pet food, baby formula, medicine and more - banned Irish pork after a Dioxin scare. The European Union reintroduced customs duties on imports of certain cereals. India imposed a 5% duty on imported steel. Argentina changed import licensing requirements for products from textiles to tyres. The list of recent trade measures goes on and on.

Indeed, 17 of the G-20 members have recently implemented new trade restrictions at the expense of other countries, according to the World Bank. More formally known as the Group of Twenty Finance Ministers and Central Bank Governors, this group nevertheless says it "now has a crucial role in driving forward work between advanced and emerging economies to tackle the international financial and economic crisis, restore worldwide financial stability, lead the international economic recovery and secure a sustainable future for all countries."

Although a nation's individual actions sometimes may be legitimate domestic policy moves, appearances can be deceiving.

For example, a comprehensive case study on the tuna-dolphin cases of the General Agreement on Tariffs and Trades revealed that the US legislation was not, as it was widely perceived, a victory for the environmentalists but for the billion dollar industry of the US tuna canneries.

As an international organization with members in 43 nations, SC&RA advocates free trade and fair multilateral trade rules as a way to overcome the global economic downturn as soon as possible. Alternatively, protectionism tends to compromise the interests of nations that practice it by inviting trade reprisals.

One of our association's strategic goals is to establish a more effective international network. Through these efforts, we hope to contribute to a greater sense of understanding among our colleagues worldwide. Open communications ultimately can help curtail the urge for protectionism - at least, within our industry.

This magazine is particularly useful in that regard. The association also is working with International Cranes and Specialized Transport publisher KHL Group and the European Association of Heavy Haulage, Transport and Mobile Cranes (ESTA) to host a World Crane & Transport Summit in October in Amsterdam. Much of the discussion will focus on ways to harmonize laws and regulations to foster international co-operation throughout the industry.

As a prelude, a nine-member delegation of SC&RA members from the US met in Ehingen, Germany last November with 17 representatives from the Federation Europeene de la Manutention, the Crane Industry of Australia, and ESTA. The primary purpose of the meeting was to discuss current revisions to the European Standard for Mobile Cranes (EN13000) and SC&RA's concerns regarding its impact on safety in the industry.

Clearly these four associations share a commitment to safety, and they have all agreed to continue the discussions at future meetings. They know that the industry worldwide is best served by a spirit of co-operation rather than protectionism.

WHO'S WHO SPECIALIZED CARRIERS & RIGGING ASSOCIATION

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SC&RA NEWS



Paul LeFebvre has a perfect pedigree to become president of the Specialized Carriers & Rigging Association. In 1928 – 20 years before SC&RA's founding – his grandfather, Noel LeFebvre, started the company Paul now heads, hauling livestock and milk from the Elk River area of Minnesota, US.

Paul LeFebvre's grandfather soon discovered he could earn more by transporting precast concrete products and other over-dimensional freight throughout the Midwest. Hauling concrete continues to be the specialty of LeFebvre Companies, Inc.

Through the years, the LeFebvre family business continued to expand as a result of hard work and offering a dedicated service to customers. As Noel LeFebvre's sons grew older, all four – Leon, Gene, Eddie and John – became involved in the operation. As the customer base broadened over the years they looked for ways to simplify their operation and expand its potential.

In 1961 LeFebvre & Sons, Inc. was formed and incorporated to reflect the changing management. That same year, Leon, Gene and Eddie decided to focus their attention on Elk River Concrete Products, a longtime customer now known as Cretex Concrete Products North, Inc., and became its primary carrier. That relationship continues today.

Paul continually learned about the business from his father Leon, grandfather and uncles. He and his brothers Chuck and John "Buck" also gained on-the-job training, earning spending money while still in school by washing trucks and moving equipment in the company's yard. In time, they took the wheel of

Paul LeFebvre, the new SC&RA president for 2009 talked to TERRY WHITE about his background

the LeFebvre trucks and, eventually, the company itself.

Paul and his brothers had become an integral part of the company by the time it embarked on an expansion campaign in the 1990s, with the creation of Pipe Transit, Inc. in 1992, and Pipe Transit Ohio Division, Inc, in 1993. Both of these subsidiaries were built on a relationship with North Star Concrete, which ultimately was acquired by Hanson Pipe & Products.

Next came LeFebvre affiliates in Wisconsin (1995), Iowa (1996) and Kansas (1997). The acquisition of highly specialized equipment, combined with a continued commitment to a high level of service, helped what then became known as LeFebvre Companies, Inc. remain a leader in a highly competitive market.

As president of LeFebvre Companies, Paul shares management responsibilities with his brothers. Chuck is vice president and fleet director in charge of fleet purchasing, truck selling, and maintenance. John is secretary and operations director in charge of day-to-day trucking operations.

The company employs about 135 and has a fleet of more than 100 trucks and 200 trailers. Kenworth trucks form

the backbone of the fleet, augmented by Peterbilts.

Industry leader

As one of the industry's leaders, LeFebvre Companies strongly supported SC&RA for years. Paul's personal involvement, however, came without any ambitions for becoming

pedigree

part of the association's leadership.

Initially he showed up as a spectator at Transportation Group Safety Committee Meetings, largely out of curiosity. Before long, fellow Minnesotan Al Koenig, who served as SC&RA president in 1978-79, convinced him to step up and become a member of the Safety Committee. Eventually LeFebvre chaired that committee.

Later he became a member of the Transportation Group Governing Committee. He chaired that group before moving up to become SC&RA assistant treasurer and vice president.

He accepted the gavel as president from Randy Goddard at the Closing Night Awards & Recognition Dinner during the SC&RA Annual Conference, 21 to 25 April, in La Quinta, California. Like LeFebvre, Goddard's bloodline in the industry goes back three generations.

"It's been fun," he said. "I'm just a regular guy from a little trucking company serving the Midwest out of Elk Creek, Minnesota. I've found myself thinking, 'How did this happen?' I'm quite humbled by the honour."

Nevertheless, he assumes the SC&RA presidency with considerable confidence. "We're a family business, and I'll be pleased to represent the many family businesses like ours in SC&RA," he said. "We have some of the same values, such as loyalty, a commitment to a high level of service and a dedication to customers. You could sum it up with one word: integrity."

Through SC&RA he has become



comfortable enough with these likeminded companies to establish alliances. "SC&RA offers a great network of people and companies," he said. "We've given other members some work, and they've given us some. It has worked out well for us."

His advice to new members is to become directly involved with the association. "Once you start participating in task forces and committees, you're right there in the know," he says. "You learn important things that are happening in the industry. It gets pretty interesting."

Shaping legislation

He notes that members often can make more of a difference than they realize. In his case, the most striking example focused on load securement. His company became very involved with proactive efforts to shape viable load securement legislation in his home state. Later, the federal government adopted much of that legislation into the North American Cargo Securement Agreement, which details how to tie down oversize and overweight loads with chains or straps.

"My brother Chuck was instrumental in getting our ideas across because we had done this for so many years," Paul LeFebvre says. "It saved a lot of headaches and got the job done. Load securement standards promote safety and help our customer to get their products to the jobsite without being harmed or damaged in any way."

As proud as he is of his company's accomplishments as an SC&RA member, he said his most memorable personal achievement was giving up alcohol in October 1982. "My dad had gone through the process the year before," he recalled. "As part of that, we had to answer a lot of questions. I found myself telling lie after lie about my drinking until it became obvious I had a real problem, too."

His experiences with abstinence should serve him well as SC&RA president. Earlier this year, the association was among 13 associations and unions that established an alliance with the U.S. Labor Department to promote safe and healthy construction workplaces through the prevention of alcohol and drug abuse.

LeFebvre also feels he will benefit from his participation as a member of

the committee that formulated the new SC&RA Strategic Plan for 2009-2012.

"My participation on the Strategic Planning Committee will help me understand what the staff is doing and why," he said. "I fully support the plan. It should strengthen SC&RA's presence internationally and bring greater value to members everywhere."

LeFebvre has long been an advocate of long-range planning for his own business. Having worked with his brothers for twoand-a-half years on a succession plan, he now oversees the grooming of the company's fourth generation.

The plan involves part-time work with the company for the next generation, as well as advanced training and education. In some cases, family members may work outside of the business for several years to widen their experiences before deciding upon a path at the family business.

"My daughter and her husband and my brother Chuck's son are starting to work their way up," he said. "We like to believe we can put together a management team that will be successful for years to come."

Despite his belief in planning, Paul LeFebvre understands the need to respond to unanticipated problems at both his company and the association.

Challenging term

"Economics will be the biggest challenge during my term," he said. "Our company, our fellow SC&RA members, our customers – we're all suffering. But there's promise and there's hope. Infrastructure work coming from the new economic stimulus plan will be perfect for us. There are some pretty good shovel-ready projects coming out of the Minnesota piece of the package. Both our economy and our infrastructure are broken, and they need to be fixed."

For the foreseeable future, he counts on shifting his company's emphasis towards public works such as roads, bridges and storm sewers and somewhat away from commercial projects.

He is also enthusiastic about wind power. His company already is working with another SC&RA member company on hauling wind tower components.

"As they grow, we'll grow," he said.

He applies that same basic philosophy to SC&RA.

"You really can't beat the informationsharing and the access to government agencies that SC&RA and its staff give members," he said. "SC&RA has a powerful voice, and the more members do to get involved, the louder that voice becomes."





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Miller power combination

A new truck-integrated diesel engine-driven air compressor, generator and hydraulic pump combined into one unit is now available from Miller Electric Mfg. Co.

The EnPak Mechanic Series from Miller is a diesel enginedriven combination of rotary screw air compressor, hydraulic pump and generator all in one unit. The entire package can be run with the power source, a truck, turned off and can lower fuel costs by 30%, Miller says. It also can reduce truck engine hours by 60% and lower jobsite noise by as much as 10 decibels.

For more information see www.MillerWelds.com



The Enpak Mechanic Series is powerful enough to run Miller's inverter welding machines, drills, grinders, laptops and lights, says the company

VERTICAL VALUE



Magnetek has launched a vertical design version of its Aist-Nema Hi-Tork 300M mill duty shoe brake. The new vertical MBT brake can be used in tight spaces where a standard horizontal brake would not fit. The thruster is mounted above the brake wheel rather than on one side. It meets the same requirements as the company's horizontal MBT brakes and also delivers the same rated torque with minimal maintenance and downtime.

The brakes are of fabricated steel construction and are designed for heavy duty environments. Applications for these types of brakes include steel mills, stacker reclaimers, shiploaders, port cranes, shipyard cranes, offshore drilling rigs, missile assembly cranes, incinerator cranes, and large gantry cranes. For more information see www.magnetek.com

Konecranes hoists across the range

An 80 US ton (73 tonne) version of the CXT wire rope hoist is new from Konecranes. The hoist can be installed in existing buildings with limited height clearance, the company said, and the units can be configured to meet a range of capacities, speeds, trolley types, duty classes and options.

Features include: hookactivated upper limit switches, secondary hoist and drum brakes, true vertical lift and true lift reeving, inverter hoisting, load display on pendant, radio or scoreboard, multiple hoist synchronization, monorail trolleys for patented or curved track systems, outdoor environmental protection, IP-66 trolley motor protection, anti-collision protection, anti-sway systems, slack-rope detection and ControlPro advanced electronic systems monitoring. For more information see www.konecranes.com

DEFENCE SPREADING

Modulift has been chosen by The Royal Navy to supply spreader beam systems for a range of lifting applications throughout the UK.

Royal Navy requirements are cost, flexibility and easy storage, as well as safety, said Modulift. Each of the company's spreader beam series' was proof load tested in the Modulift compression test lift.

Applications include lifting a Rigid Raider assault boat and cable wire reels as well as ongoing installations, maintenance and engine room work.

The newly launched QJ2 spreader beam, which packs into a briefcase, is fast becoming a prerequisite for all ships and can be used for lifts up to 2 tonnes. It is used for machinery installation and maintenance work

The Mod 50 System has been used for lifting and handling Tornado fighter aircraft at the naval maintenance base in South Wales, UK for 10 years.

For more information see www.modulift.co.uk



A Mod 250 Modulift spreader being used to lift a wave generator, which has been supplied to BVT Surface Fleet

BACK PAGE

EVENTS DIARY

M&T EXPO 2 - 6 June 2009 Sao Paulo, Brazil www.mtexpo.com.br

MATEXPO 2009

2 – 6 September 2009 Kortrijk, Belgium www.matexpo.com

SC&RA CRANE & RIGGING WORKSHOP

17 – 19 September 2009 Milwaukee, USA www.scranet.org

ICUEE

6 – 9 October 2009 Louisville, Kentucky USA www.icuee.com

CONMEX 2009

12 – 15 October 2009 Expo Centre Sharjah, UAE www.imag.de

WORLD CRANE & TRANSPORT SUMMIT

22 – 23 October 2009 Amsterdam, the Netherlands andersonmedia@btinternet.com

SAIE 2009

28 – 31 October 2009 Bologna, Italy www.saie.bolognafiere.it

TERTS (THE EUROPEAN ROAD TRANSPORT SHOW)

30 October – 7 November 2009 RAI, Amsterdam The Netherlands www.roadtransportshow.nl

Picture of the month

An *IC* reader, known only as John, saw this bargemounted lattice boom crawler crane while on holiday in Vietnam.



OBITUARY



■ GEORGE BRAGG of Bragg Crane Service, California, US, died on 28 March. Bragg was a long-time member of the Specialized Carriers and Rigging Association. SC&RA executive vice president, Joel Dandrea, paid tribute. "George's contributions to the Association and the industry are

countless but he will be most remembered for his strong family ties and commitments and his dry but witty sense of humour," said Dandrea. "George will be sadly missed by his family, friends and industry colleagues."

George Bragg served the industry extensively over the years, rising through the ranks at the association from chair of the Crane & Rigging Group to become SC&RA chairman 1990 – 1991. In recent years, he has been active on the association's Board of Directors, the Insurance Committee and the EN13000 Task Force.

INDIA GETS NEW INTERNATIONAL EXHIBITION

The organisers of the Bauma and ConExpo construction equipment exhibitions have agreed to co-operate on international trade fairs. The two organisations plan to hold a new construction equipment show in Mumbai, India, in February 2011.

Messe München GmbH (MMG), organiser of the Bauma exhibition in Munich, Germany and Bauma China in Shanghai, China, and the US-based Association of Equipment Manufacturers (AEM), which runs ConExpo in Las Vegas, US, have chosen the title "bC India – A bauma CONEXPO show" for its inaugural event.

Eugen Egetenmeir, deputy managing director of Messe München, said, "Industry has given a positive response to the idea of an international trade fair for the construction industry in the growth market of India. Through the co-operation between Messe München and AEM, the new event is set to quickly establish itself as an international platform."

Dennis Slater, AEM president, said, "Both Messe München and AEM are leaders in establishing and producing world-class exhibitions. Our co-operation will bring a combined international expertise to the Indian marketplace, for the benefit of bC India participants and the involved industry."

Further details about bC India will be announced later in the year.

PEOPLE NEWS



STEVE BARNETT has been named chairman of the Lighthouse Club charity for workers in the UK construction industry. Barnett is UK managing director and UK, Ireland and Scandinavia commercial director for Manitowoc's crane division

"I've been a member of the Lighthouse Club since 1992 and have been proud to be associated with such a fantastic organisation. I've been lucky; the industry has enabled me to earn a good living. Undertaking this role is my way of giving something back because, as we all know, others are less fortunate," said Barnett.



STEVE PIRIGYI has been named regional sales manager at Wheco Corp. in the US. Pirigyi has more than 40 years of sales and marketing experience in the crane industry, most recently as an independent contractor supplying Manitowoc Crane services for H&E Equipment Services.

Pirigyi began his career as a crane salesman with Bell Eastern Corp. in Yonkers, New York. He joined Manitowoc-Forsythe, a Manitowocowned dealer, as a sales consultant and was promoted to vice president. He became a regional business manager at Manitowoc, eventually retiring in 2003.

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

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2009 Sany SCC-2500, 285t cap, 300' main boom, 202' luffing jib, 102' fixed jib, Cummins eng, 2 drums w/ rotation indicators, LMI system, (3) hook blocks and ball\$1,850,000	1990 Grove RT 528C, 28 toncap., 70' main, 24' jib, Cummins engine, 1 winche, 3rd party certified, block
2000 Link-Belt LS-238HII, 150-ton cap, Isuzu diesel, 200' main boom, 60' jib, LMI, 3rd drum, block and ball	& ball
1997 Link-Belt LS-238H, 150-ton cap, Isuzu diesel, 200' main boom, 60' jib, LMI, 2 drums, block and ball	1997 Lorain LRT-450, 50 ton cap 105' main boom, 58' swing-away jib, Cmns dsl eng, 2 winches, LMI, 3rd party certified, B & B
2000 Link-Belt LS-138HII, 80-ton cap, Isuzu diesel, 200' main boom, 60' jib, LMI, 3rd drum, block and ball	1997 Tadano TR350XL-3, 35-ton cap 105' main boom, 42' swing-away jib, Mitsubishi dsl eng, 2 winches, LMI sys, 3rd party certified, B & B. 3 to choose from
1999 Link-Belt LS-138HII, 80-ton cap, Isuzu diesel, 200' main boom, 60' jib, LMI, 2 dums, block and ball \$475,000	1996 Tadano TR280XL, 28-ton cap 72' main boom, 25' swing-away jib, Mitsubishi dsl eng, 2 winches, LMI sys, 3rd iparty certified, B & B. 2 to choose from
ROUGH TERRAIN CRANES	TRUCK CRANES
NEW 2009 Tadano GR800XL-1, 80t cap, 144' main boom, 32'-58' jib, Mitsubishi eng, 2 winches, LMI system, hot water heat w/ A/C, block and ball POR NEW 2009 Tadano GR600XL-1, 60t cap, 138' main boom, 32'-58' jib, Mitsubishi eng, 2 winches, LMI system, hot water heat w/ A/C, block and ball POR NEW 2009 Tadano GR500XL-1, 50t cap, 108' main boom, 32'-50' jib, Mitsubishi eng, 2 winches, LMI system, hot water heat w/ A/C, block and ball POR NEW 2009 Tadano GR500XL-1, 50t cap, 108' main boom, 28'-50' jib, Mitsubishi eng, 2 winches, LMI system, hot water heat w/ A/C, block and ball POR NEW 2009 Tadano GR500XL-1, 50t cap, 102' Main, 24'-42' bi-fold jib, Cummins dsl, 2 winches, Tadano AML-L LMI system, hot water heat & A/C, B & B S295,000 2007 Tadano TR600XL-4, 60-ton cap 138' main, 32'-58' bi-fold jib, Mitsubishi dsl eng, 2 winches, Tadano LMI sys, hot water heat & A/C, 3rd party certified, B & B S535,000 2003 Tadano TR600XL-4, 60-ton cap 112' main, 32'-58' bi-fold jib, Mitsubishi dsl eng, 2 winches, Tadano LMI sys, hot water heat & A/C, 3rd party cert, B & B S450,000 2000 Link-Belt RTC-8040 II, 40-ton cap 105' main, 28'-51' swing-away jib, Cmms dsl eng, LMI/atti-2 S450,000 2000 Link-Belt RTC-8040 II, 40-ton cap, 15' main, 28'-51' swing-away jib, Cmns dsl eng, LMI/Atti-2 S450,000 2000 Link-Belt RTC-8040 II, 40-ton cap, 15' main, 28'-51' swing-away jib, Cmns dsl eng, LMI/Atti-2 S450,000	New 2009 Liebherr LTM-1200-5.1, 220 ton cap, 236' 7 section main boom, 40'-72' bi-fold jib extendable to 95' and 118', Liebherr D846 diesel engine, 2 winches, Liccon LM system, heat & A/C, new Nelson 3 avide boom dolly, block and ball. \$1,800,000 New 2009 Liebherr LTM-1095-5.1, 110-ton cap, 190' 6 section main boom, 32'-62' bi-fold jib, 7 meter jib extension for total jib length of 85', Liebherr D846 diesel engine, 2 winches, Liccon LMI system, heat & A/C, hock and ball. \$1,250,000 1999 Liebherr LTM-1160-2, 200-ton cap, 197' main boom, 40'-72' offsetable bi-fold jib, total jib 118' with inserts, Liebherr diesel engine upper and lower, 2 Winches, Liccon LMI system, 3rd party OSHA certified, block and ball. \$995,000 2001 Liebherr LTM-1180-1/L, 100-ton cap, 157' Full Power Boom, 62' Jib, Liebherr diesel engine, ZF automatic transmission, 2 Winches, LICCON LMI system, heat & A/C, 3rd party OSHA certified, block and ball. \$565,000 1999 Liebherr LTM-1180-1, 90-ton cap, 157' Full Power Boom, 62' Jib, Liebherr diesel engine, ZF automatic transmission, 2 Winches, LICCON LMI system, heat & A/C, 3rd party OSHA certified, block and ball. \$565,000 1999 Liebherr LTM-1180-1, 90-ton cap, 157' Full Power Boom, 62' Jib, Liebherr diesel engine, ZF automatic transmission, 2 Winches, LICCON LMI system, heat & A/C, 3rd party OSHA certified, 2 axle boom dolly, block and ball. \$565,000 2003 Grove GMK3050, 50 ton cap, 157' main, 49' jib, Mercedes engine, 3 axle carrier, 3rd party certified, block & ball. \$475,000
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MANUFACTURER		CAPACITY(t)	
IHI	CCH900	90	2008
KOBELCO	7150	150	1996
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	SC1500	150	1998
KOBELCO	CKE1800	180	2003
KOBELCO	7250-2F	250	2006
KOBELCO	7250-2F	250	2007
	CKE2500-1	250	2003
KOBELCO	CKE2500-2	250	2009
		400	2008
	M16000	450	2005
MANITOWOC	M18000 LR1800	750	2006
LIEBHERR		1000	1998
MOBILE CRAN		0.5	
TADANO	GR250N-1	25	2002
TADANO	TR250M-7	25	1997
TADANO	TR250M-5	25 25	1993 1993
KATO SAMSUNG	KR25HV2 CX300	25	
KATO	KR45HVS	25 45	1998
KOBELCO	RK450-2	45	199/
KATOK	R50HV	45 50	1998
TADANO	GR500N-1	51	2004
TADANO	GR500N-1	51	200
KATO	KR50HL2	51	2000
SAMSUNGS	C25H-2	25	1996
TADANO	TG500M	50	1992
SAMSUNG	SC50H-2	50	1997
LIEBHERR	LTM1070	70	1989
GROVE	AT990E	80	1998
KATO	NK1600	160	1998
TADANO	AR1000M	100	1994
SUMITOMO	SA1000	100	1993
LIEBHERR	LTM1200	200	2007
DEMAG	AC120	120	2000
LIEBHERR	LTM1120/1	120	1997
LIEBHERR	LTM1200	200	2007
TADANO-FAUN		220	2007
LIEBHERR	LTM1300	300	2000
LIEBHERR	LTM1300	300	1993
LIEBHERR	LTM1500-8.1	500	2007



TADANO-FAUN ATF220G-5, 2007



MANITOWOC M16000, 2005





KOBELCO CKE4000C. 2008



Liebherr LTM 1060 2003



Liebherr LTM 1090/2 1997

Grove GMK 4075 2001



Liebherr LTM 1090 1990

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Liebherr LTM 1500 Cap. 500 ton



r LR 1400-2

Demag AC 350-1 Cap 350 ton

Zoomlion QUY 260 Cap. 260 ton



Demag AC 100 Cap. 100 ton

Grove GMK 4075 Cap. 75 ton

REF NR	MANUFACTURER	MODEL	CAP	YOM	BOOMLENGTH	FIXED JIB	LUFFING JIB	REMARKS
1605	Faun	RTF 40-3	45	1997	30 Mtr	8,7 + 6,75 Mtr		
1597	Demag	AC 155	50	1993	40 Mtr			
864	Terex	RT 665	65	2003	33 Mtr	17,3 Mtr		
711	Grove	GMK 4075	75	2001	43,2 Mtr	17 Mtr		
774	Terex	RT 1000	90	2002	38,4 Mtr	18,3 Mtr		
618	Demag	AC 100	100	2000	50,2 Mtr	17 Mtr		
636	Grove	GMK 5100	100	2000	51 Mtr	18 Mtr		
664	Sennebogen	5500 HD-SL	180	2001	52,3 Mtr		52,3 Mtr	
1727	Zoomlion	QUY260	260	New	83 Mtr		60 Mtr	
650	Liebherr	LTM 1300	300	1999	60 Mtr	42 Mtr	70 Mtr	Incl. Superlift
944	Liebherr	LTM 1300-1	300	2003	60 Mtr	42 Mtr	70 Mtr	Incl. Superlift
1681	Demag	AC 350-1	350	2008	56 Mtr	49,4 Mtr	71,4 Mtr	Incl. SSL
685	Liebherr	LR 1400-2	450	2000	84 Mtr		84 Mtr	Incl. Superlift + Wagon
1399	Liebherr	LTM 1500	500	1999	50 Mtr		91 Mtr	Incl. Superlift
680	Demag	AC 500-1	500	2000	56 Mtr	30 Mtr		Incl. Superlift
510	Demag	CC 2600	500	1997	78 Mtr		78 Mtr	Incl. Superlift
668	Demag	CC 2800	600	2000	84 Mtr		84 Mtr	Incl. Superlift
430	Demag	CC 4800-3	800	1986	66 Mtr		66 Mtr	Incl. Superlift

Contact persons Contact persons Jan van Seumeren Jr. / Miranda Verhoef Phone +31 (0)10 204 25 85 / 204 26 37 Fax +31 (0)10 204 24 42 E-mail mammoet.trading@mammoet.com

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Code	tons	manufacturer	type	axles	drive	year	boom	jib
61779	7,25 to. / 19 mt 8 to 9 m / 1,8 to	Palfinger / Iveco Liebherr	PK 19000 MK 63	3	<u>6x6</u> 6x6x6	1995 2009	<u>9,9 m</u> 36 m	45° f. 47,9 m Hakenhöhe
256	- 36 m 15/18 to	P+H	Omega S 15	2	4x4x4	1979	27 m	6,7 m
58584	20/22 to	Krupp	KMK 2020	2	4x4x4	1994	20,5 m	
58626 58514	25/30 to 3 to / 28 mt	Hydrokran Palfinger / MAN	Saturn 25 PK 28000 EL	2	4x4x4 6x4	1993 WÜ 1986	21,4 m 28,5 m	 ja
61154	30 to.	PPM	ATT 335	2	4x4x4	1980	27,4 m	ja 15 m
61859	35 / 38,5 t	Liebherr	LTM 1030/2	2	4x4x4	2001	30 m	8,6 m
61857	35	Terex-Demag	AC 35	4	4x4x4	2003	30,4 m	Vorrüstung aber keine Spitze
61150	40/45 to	Liebherr	LTM 1040/1	3	6x4x6	1997	9,5 - 30 m	8,1 - 14,5 m Klappspitze
60034 61247	85 mt 40 / 44 to.	Palfinger / MB-Fahrgestell Sennebogen	PK 85002 F HPC 40	4	8x4 8x4x4	2008 2008	18 m 30 m	 6,5 m
55143	40 to	Sennebogen / MAN	HPC 40	3	6x4	2000	30 m	7,5 m
60878	40/44 to	Tadano Faun	HK 40 / MAN	4	8x4x4	2007	35,2 m	
61311 61376	40/45 to 40 / 44 to.	Tadano Faun Terex	RTF 40-3 TC 40L	3	6x6x6 6x4x2	2000 2008	30 m 37,4	8,7 m 8 m
61782	40 / 44 to.	Terex-Demag	AC 40	3	6x6x6	2000	31,2 m	Montagespitze 1,2 m /
61377	40 / 44 to.	Terex-Demag	AC 40/2L	2	4x2	2007	37,4 m	Klappspitze
60118	250 t GG möglich	MAN Schwerlastzugmaschine	41.502	4	8x4x4	1995		
61248	45 / 50 to.	LIEBHERR	LTF 1045-4.1	4	8x4x4	2007	10,5 - 35 m	9,5 m Klappspitze
61302 61147	50 / 55 to. 50 / 55 to	Demag Demag	AC 155 AC 50	3	6x4x6 6x6x6	1993 2000	40 m 40 m	17 m 17,6 m
61157	50 to.	FAUN	ATF 50-3	3	6x6x6	1999	38 m	15,2 m
60050	50 / 55 to	Grove	GMK 3050	3	6x6x6	2001	38,1 m	15 m
61712 61301	50 / 55 to. 50 / 55 to.	Liebherr PPM	LTM 1050-3.1 ATT 590	3	6x4x6 6x6x6	2008 1996	11,4 - 38 m 40 m	<u>9 - 16 m</u> 15 m
60879	50 to	Tadano Faun	HK 50 / MAN	4	8x4x4	2005	40,2 m	
61255	50 / 55 to.	Tadano-Faun	ATF 50G-3	3	6x6x6	2008	10 - 40 m	9 - 16 m
61359	50 / 55 to.	Terex-Demag GROVE	AC 50-1	3	6x6x6	2008 2004	40 m	17,6 m
61143	55 to. 55 / 60 to.	LIEBHERR	GMK 3055 LTM 1055	3	6x6x6 6x6x6	2004	43 m 10,2 m - 40 m	15 m 9,5 - 16 m
55132	60 to	Faun	ATF 60-4	4	8x6x8	2001	40,2 m	16 m
61952 60892	60 / 70 to 60/70 to	Faun Liebherr	RTF 60-4 LTM 1060-1	4	8x6x8 8x6x8	1992 1994	31,8 m 40 m	15,0 m 16 m
61158	60 / 66 to	Liebherr	LTM 1060-2	4	8x6x8	2001	42 m	17 m
61381	60 / 66 to.	Tadano-Faun	ATF 60-3	3	6x6x6	2009	10,4 - 40,2 m	9 - 16 m
60273 60274	60 to 60 to	Tadano-Faun Tadano-Faun	HK 60/Actros HK 60/Actros	4	8x4x4 8x4x4	2007 2008	40,2 m 40,2 m	16 m 16 m
58661	60 to	Tadano-Faun	HK 60/Actros	4	8x4x4	2008	40,2 m	16 m
61371	70 / 75 to.	FAUN	ATF 70-4	4	8x8x8	2001	40,5 m	9 - 16 m
58670 61384	70/77 to 70 / 77 to.	Liebherr LIEBHERR	LTM 1070 LTM 1070-4.1	4 4	8x8x8 8x4x8	1994 2008	42 m 11 - 50 m	18 m 9,5 - 16 m
60440	73 mt / 42 m-1,4 to	Peiner	ABK 42-80	4	8x6x6	2000	42 m/50 m	42 m
60894	75	Grove	GMK 4075	4	8x8x8	2001	43,2 m	17 m
58576 61155	80 / 90 to 80/90 to	Grove Liebherr	GMK 4080 LTM 1080/1	4	8x6x8 8x6x8	2001 1999	43 m 10,8 - 48 m	13 m 10,5 - 19 m Klappspitze
61260	80 / 88 to	Tadano Faun	ATF 80-4/90-4	4	8x6x8	2003	48,5 m	9-16 m
60044	80/88 to	Tadano Faun	RTF 80-4	4	8x6x8	1996	42,1 m	16 m
61692 60884	90 / 110 to. 90/100 to	Gottwald Liebherr	AMK 100-53 LTM 1090-1	5	10 x 6 8x8x8	1982 1994	46 m 44 m	9 m 10 m
61345	90/99 to	Liebherr	LTM 1090-2	4	8x8x8	1998	52 m	18 m
60685	93 mt / 42m - 1.7 to	Liebherr	MK 80	4	8x6x8	2005	28 m	42 m Ausleger / 1700kg
58557	100/110 to	Grove	GMK 4100-L	4	8x6x8	2008	60 m	17 m hydraulisch wippbar
58755	100/130 to	Grove	GMK 5095	5	10x8x10	2008	60 m	17 m hydraulisch
61074	100 / 110 to.	Terex-Demag	AC 100-5	5	10x6x8	2008	12,5 - 50,2 m	wippbar auf Anfrage
61254	110 / 120 to.	GROVE	GMK 5110-1	5	10x6x10	2008	50,6 m	II - 18 m
61202	110 / 120 to.	Krupp	KMK 5110	5	10 x 6 x 8	1994	50,5 m	10 - 16 m
61335	8 t/14 m - 1,8 t/52 m	Liebherr	MK 110	5	10x8x10	2004	52 m	
61688	110/130 to	Tadano-Faun	ATF 110G-5	5	10x8x8	2005	52 m	9,5 - 16 m
61378	120	Demag	AC 120-1	5	10x8x8	2009	60 m	17 m 11 - 18 m Doppel-
61253	130 / 145 to.	Grove	GMK 5130-2	5	10x6x10	2008	60 m	klappspitze
61742	130 to.	LIEBHERR	LR 1130	Raupen- fahrwerk	Raupe	2003	50 m	
58620	160/175 to	Liebherr	LTM 1160-1	6	12x8x10	1994	52 m	33 m Wippe / Luffing jib
60067 61363	160/175 to 160 / 180 to.	LIEBHERR Tadano-Faun	LTM 1160-2 ATF 160 G-5	5	10x8x10 10x8x8	1997 2008	60 m 60 m	22 m 13 m
61774	170 / 185 to.	GROVE	GMK 5170	5	10x8x10	2008	64 m	13 m 11 - 18 m
61737	200 / 220 to.	GROVE	GMK 5200	5	10x8x10	2004	60 m	38 m
61713	200 / 220 to. 220 to	Liebherr Faun	LTM 1200-5.1 ATF 220G-5	10	10x8x8 10x8x8	2006	13,2 - 72 m 68 m	22 m 37,2 m (0°, 20°, 40°)
61379	220 to.	GROVE	GMK 5220	5	10x8x10	2009	13,3 m - 68 m	37 m
60074	220/250 to	GROVE	GMK 6220 L	6	12x8x12	2004/wü 09	72 m	22 m + 38 m Vorbau-
61734	250 to	Liebherr	LTM 1250-1	6	12x8x10	2002	72 m	spitze 22 + 14 m
60085	250 to	Terex-Demag	AC 250-1	6	12x8x10	2007	80 m	36 m
61161	280 / 300 to.	Liebherr	LG 1280	8	16x12x12	1975	56 m	
61091	300 / 330 to.	GROVE	GMK 6300	6	12x8x12	2009	60 m	61 m Wippe / luffg.
61001	300 to	Liebherr	LR 1280	0	Raupe / cralwer	2009	69,8 m S-Ausleger	
61733	400 / 450 to.	LIEBHERR	LTM 1400-7.1	7	14x8	2006	60 m	56 - 84 m
61732	450 / 500 to		GMK 7450	7	14x6x14	2005	60 m	12 - 73 m Wippe
61820	500	LIEBHERR	LTM 1500	8	16x12x12	2008	50 m	91 m Wippe
58726	600 to	Gottwald	MK 660	9		1977	101 m	75 m wippbar
60087	160/180 to.	Tadano-Faun	ATF 160G-5	5	10x8x8	2005	60 m	13,2 m + 5,4 m Montagespitze
60080	220 / 240 to.	Liebher	LTM 1220/5.1	5	10x8x8	2005	13,3 - 60 m	36 m
61379 60085	220 to. 250 to.	Grove Terex-Demag	GMK 5220 AC 250-1	5	10x8x10 12x8x10	2009 2007	13,3 m - 68 m 80 m	37 m 36 m
61161	280 / 300 to.	Liebherr	LG 1280	8	16x12x12	1975	56 m	
61091	300 / 330 to.	Grove	GMK 6300	6	12x8x12	2009	60 m	61 m Wippe / luffg.
61001	300 to.	Liebherr	LR 1280	0	Raupe / cralwer	2009	69,8 m S-Ausleger	
58726	600 to.	Gottwald	MK 660	9		1977	101 m	75 m wippbar

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REBUILT C-15	6NZ89107	\$16,716.67
CUMMINS NOT743SC	618123	\$9,000.00
CUMMINS NT855C-310	10618273	\$12,057.64
CUMMINS NT855C	10972242	\$16,830.35
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 60 + 17,0 m, 10x8x8

 220 1 GROVE GMK 5220, year 07

 68 + 37 m, 10x6x10

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TELESCOP capacity	IC AT-CRANES manufacturer	type	year	drive/steering	boom/jib (m)	delivery
90 t 80 t	Liebherr Grove	LTM 1090/2 GMK 4080-1	1998 2006	8 x 8 x 8 8 x 6 x 8	52 / 18 51 / 15 48 / 19 48 / 19 43.2 / 27 43.2 / 17 43.2 / 17 42 / 18 40.2 / 16	direct
80 t	Liebherr	LTM 1080/1	2001 2000	8 x 8 x 8	48 / 19	direct
80 t 80 t	Liebherr Liebherr	LTM 1080/1 LTM 1080/1 GMK 4075	1999	8 x 6 x 8 8 x 6 x 8	48 / 19 48 / 19	direct direct
80 t 75 t 75 t	Grove Grove	GMK 4075 GMK 4075	2001 2001	8 x 6 x 8 8 x 6 x 8 8 x 8 x 8	43,2/27 43,2/17	direct
70 t	Liebherr	LTM 1070	1990	8 x 8 x 8 8 x 6 x 8	42 / 18	direct
60 t 60 t	Faun Liebherr	ATF 60-4 LTM 1060/1	2000 1995	8 x 6 x 8 6 x 4 x 6	40/10	direct direct
50 t 50 t	Liebherr Liebherr	LTM 1050/1 LTM 1050/1	2000 1997	6 x 4 x 6 6 x 4 x 6	40 40 / 16	direct
50 t 50 t	PPM	ATT 590	1996 1993	6 x 6 x 6	40/15	direct
40 t	Demag Liebherr	AC 155 LTM 1040/1	1995 1994 1997	6 x 4 x 6 6 x 4 x 6	30 / 8 32,3 / 17,6 32,3 / 17,6 32,3 / 17,6 32,3 30,4 / 8	direct direct
40 t 40 t	Demag Demag	AC 95 AC 95	1997 1995	4 x 4 x 4 4 x 4 x 4	32,3 / 17,6 32,3 / 17,6	direct direct
40 t 35 t	Demag PPM	AC 95 ATT 400/2	1994 2000	4 x 4 x 4 4 x 4 x 4	32,3	direct
35 t	PPM	ATT /00	1998	4 x 4 x 4	30,4 / 15	direct
35 t 35 t 35 t	Luna	AT 35/30 AT 35/27	1998 1990	4 x 4 x 4 4 x 4 x 4	30,4 / 15 29,2 / 15 27 / 9	direct
30 t 30 t	PPM Grove	ATT 335 AT 633	1997 1988	4 x 4 x 4 4 x 4 x 4	27,4/15 27/9 27/9 26/7 25/13	direct
30 t	Luna	AT 30/27 (3y)	1989	4 x 4 x 4	27/9	direct
30 t 30 t 25 t	P&H Demag	S 35 AC 25	1984 2000	4 x 4 x 4 4 x 4 x 4	26/7	direct
25 t 20 t	Krupp	KMK 2025 KMK 2020	1992 1994	4 x 4 x 4 4 x 4 x 4		direct
20 t	Krupp Grove	AT 422 E	1988	4 x 4 x 4	20,5/5,6	direct direct
20 t 15 t	Grove Coles	AT 422 E Transit 515	1991 1981	4 x 4 x 4 4 x 4 x 4	20,5 / 3,8 21,4 / 7,6 21,4 / 7,6 17,2 / 9	direct direct
TELESCOP 135 t	IC TRUCK-CRAI Demag	NES HC 400	1980	12 x 6 x 8	48 / 21	direct
35 t	Luna	GT 35/31	1987	8 x 4 x 4	31/9	direct
35 t 25 t 25 t	Kato Tadano	GT 35/31 NK 250 E TL 250 E	1998 1998	8 x 4 x 4 6 x 4 x 2 6 x 4 x 2 6 x 4 x 2	31 / 9 31 / 8 31 / 8 31 / 8	direct direct
YARD CRA 8 t	NE IHI	CTR 80	1978	4 x 4 x 2		direct
B T REACH ST		UIN 00	1978	4 X 4 X Z	8,5	unect
40 t	PPM	40 GMI	1991	4 x 2 x 2	12,30	direct
TELEHAND	LERS Manitou	MDT 1950	2000	4 × 4 × 4	19	direct
3,5 t	JCB JCB	MRT 1850 535-125	2000 2006	4 x 4 x 4 4 x 4 x 4	18 12,5 9,5	direct
5 t 3,5 t 3,5 t 3,3 t 3,2 t	JCB JCB	535-95 533-105 (2x) MT 932	2003 2007	4 x 4 x 4 4 x 4 x 4	10.5	direct
	Manitou	MT 932	2001	4 x 4 x 4	9	direct
EARTH MO 2.8 t	VING Caterpillar	302.5 C mini (aveguator	2008	tracks	direct
SPARE PA		302.3 6 11111	CAGAVALUÍ	2000	Uduna	unect
*Krupp KN *gearboxe	IK 6160, Krupp	iacks, beams, s	oherr LTM 1070, F lewing rings, eng	aun ATF 70 ines, booms		
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M. Stemick GmbH ALL TERRAIN-CRANES ALL TERRAIN-CRAN Make / Type 20 t Krupp KMK 2020 25 t Demag AC 25 25 t Demag AC 25 30 t Kato KA 300 E **y. o. m.** 1994 1998 **Drive** 4x4x4 4x4x4 2000 4x4x4 1990 4x4x4Kato KA 300 E PPM ATT 335 Liebherr LTM 1030-2 PPM ATT 400 PPM ATT 400/2 30 t 30 t 35 t 35 t 4x4x4 4x4x4 4x4x4 4x4x4 4x4x4 100 1997 2002 1998 2000 PPM ATT 400/2 Teres-Demag AC 401 Liebhert LTM 1040-1 Demag AC 155 PPM ATT 590 Faun ATF 50-3 Demag AC 50-1 Grove GMK 3050 Liebhert LTM 1055.3-1 Ewne ATE 60 4 40 t 2009 4x4x440 t 1994 6x4x6 6x4x6 6x6x6 6x6x6 50 t 1993 50 t 50 t 1990 1990 1997 - Export 50 t 2002 6x6x6 50 t 55 t 2006 6x6x6 2004 6x6x6 55 t 60 t 70 t 75 t Liebherr LTM 105 Faun ATF 60-4 Grove TT 865 Grove GMK 4075 Grove GMK 4075 2004 2000 1997 2001 8x6x8 8x6x8 8x6x8 75 t 2001 8x6x8 mport /5 t Grove GMK 4075 80 t Liebherr LTM 1080/1 80 t Demag AC 80-1 80 t Grove GMK 4080-1 90 t Liebherr LTM 1090/2 90 t Faun ATF 90G-4 120 t Faun ATF 120-5 120 t Demag AC 305 1999 8x6x8 48,00m + 17,00m 50,00m + 17,60m 51,00m + 15,00m 52,00m + 18,00m 51,20m + 19,00m 49,00m + 16,20m 60,00m + 17,60m 57,80m + 65,00m 8x6x8 8x6x8 8x8x8 8x8x8 8x8x8 2001 2001 2006 1998 2008 10x8x10 1997 120 t Demag AC 395 250 t Demag AC 665 SL 1996 10x8x10 1996 12x8x8 TELESCOPIC - TRUCK CRANES 25 t Kato NK 250 E 199 1997 6x4x2 30,00m + 7,50m REACHSTACKER 40 t PPM 40 GMI 1991 4x2x24 th height BOOMLIFTER Boom / Fly Jib Drive Make / Type 3 t JCB Telehändler 535-95 3,3 t JCB Telehändler 535-105 y. o. m 2003 9,50 m 10,50 m 12,50 m 4x4x4 4x4x4 2006 3,5 t JCB Telehändler 535-125 5,0 t Terex Girolift 5022 2007 4x4x4 2001 4x4x4 22.00 m Tel: +49 2364 108203 Fax: +49 2364 15546 M STEMICK GMBH Mobile: +49 172 2332923 Kran- u. Baumaschinenhandel, Import - Export e-mail: info@stemick-krane.de D-45721 Haltern / Germany Internet: www.stemick-krane.de







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Brand	Туре	Year	Capacity	in the second se						
LIEBHERR	LTM1120	1997	120t	Street and a state						
LIEBHERR	LTM1100	2001	100t		-					
LIEBHERR	LTM1095	2007	95t	- Carton						
FAUN	ATF70-4	1997	70t	and the second second						
LIEBHERR	LTM1060	2000	60t	NAME AND ADDRESS						
DEMAG	AC155	1993	50t							
LUNA	AT50/34	1992	50t	28.2						
CRAWLER CRANES:										
Liebherr	LR1300	Brand new	300t							
Liebherr	LR1300	Brand new Brand new								
Hitachi	KH300	1993	80t							
ZOOM LION		Brand new		and the second s						
Hitachi		1987	65t	No. of Concession, name						
Hitachi		1993	50t							
KOBELCO	BM500	1998	50t	COLUMN TWO IS NOT						
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DEMAG	AC	500	500 t	BJ 99	DEMAG	AC	80	80 t	BJ 99
LIEBHERR	LTM	1400	400t	BJ 05	LIEBHERR	LTM	1070	70 t	BJ 94
DEMAG	AC	200	200 t	BJ 05	LIEBHERR	LTM	1070.4.1	70 t	BJ 08
LIEBHERR	LTM	1200	200 t	BJ 04	PPM	ATT	680	60 t	BJ 93
LIEBHERR	LTM	1160/2	160 t	BJ 99	FAUN	ATF	50-3	50 t	BJ 02
DEMAG	AC	120	120 t	BJ 02	LIEBHERR	LTM	1040/1	40 t	BJ 92
LIEBHERR	LR	1100	100 t	BJ 02	LIEBHERR	LTM	1030/1	30 t	BJ 95, 96
LIEBHERR	LTM	1100/2	100 t	BJ 01,02,04	GOTTWALD	AMK	31	20 t	BJ 85

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DEMAG AC80/2	ALLTERRAIN	80T	2008	DEMAG AC35L	ALLTERRAIN	35T	2004/5		
LIEBHERR LTM1120	ALLTERRAIN	120T	1995	FAUN ATF45-3	ALLTERRAIN	45T	2005		
LIEBHERR LTM 1100	ALLTERRAIN	100T	2005	GROVE GMK3050	ALLTERRAIN	50T	2006		
FAUN ATF110G	ALLTERRAIN	110T	2006	DEMAG AC50/1	ALLTERRAIN	50T	2003		
DEMAG AC100	ALLTERRAIN	100T	2002	FAUN ATF50-3	ALLTERRAIN	50T	2002/8		
DEMAG AC120/1	ALLTERRAIN	120T	2006	LIEBHERR LTM1055	ALLTERRAIN	55T	2005		

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