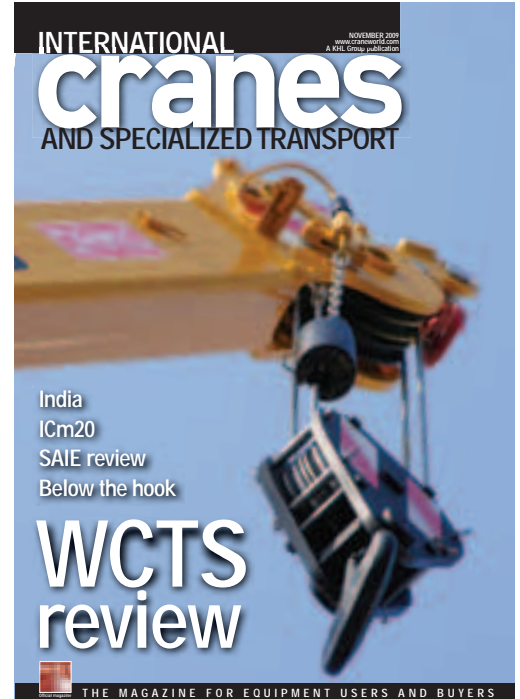


WELCOME TO THE DIGITAL ISSUE



Thank you for downloading this
electronic version of *International Cranes*
It is identical to the printed *IC*, cover-to-cover, editorial and
advertising, but it is now all on your computer screen

THE DIGITAL ISSUE OF *IC* OFFERS FAR MORE:

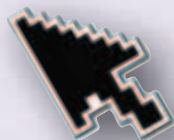
- With a simple click you can turn pages
- Click on the contents page and be transferred straight to the chosen editorial section
- Click on advertisements to go direct to advertisers' websites
- Word-searchable, giving you even faster access to the information you need.



MORE THAN A MAGAZINE!

INFORMATION AT YOUR FINGERTIPS

Try clicking your way through this issue. The information made available to you could be surprising!



DID YOU KNOW THAT YOU CAN UTILISE THIS DIGITAL MAGAZINE IN MANY MORE WAYS THAN THE TRADITIONAL PAPER VERSION OF THE MAGAZINE.

SEARCHING



By clicking on the search button at the top of your screen (usually the binoculars icon) you can search the whole magazine for keywords.

SEARCHING ARCHIVED MAGAZINES

If you have Adobe Reader version 6 or 7 you can also search across all the digital magazines that you have saved over the months!

DIRECT ACCESS TO A WHOLE WORLD OF ADDITIONAL INFORMATION

Perhaps the most powerful information source the e-magazine provides is the direct click-through to advertisers' web sites. Just click on any advert in this magazine and you will be taken directly to that company's web site where there will be a mass of additional, useful information at your fingertips.



INTERNATIONAL

NOVEMBER 2009
www.craneworld.com
A KHL Group publication

cranes

AND SPECIALIZED TRANSPORT



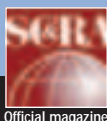
India

ICm20

SAIE review

Below the hook

WCTS review



THE MAGAZINE FOR EQUIPMENT USERS AND BUYERS

Influences the World of Construction

Environmental Protection, Safety, Reliability, Advanced Technology

Tel: +86 (0) 516-83462204 83462350 Service Tel: +86 (0) 516-83461183

Spare parts Tel: +86 (0) 516-83461542

http: //www.xcmg.com.cn

E-mail: export@xcmg.com.cn



XCMG XUZHOU HEAVY MACHINERY CO.,LTD.

INTERNATIONAL cranes AND SPECIALIZED TRANSPORT

Volume 18 ■ Number 2 ■ NOVEMBER 2009



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



European partner: ESTA

KHL CONTACTS

UNITED KINGDOM

KHL Group
Southfields, Southview Road,
Wadhurst, East Sussex TN5 6TP, UK.
Tel: +44 (0)1892 784088
Fax: +44 (0)1892 784086
e-mail: cranes@khl.com
www.khl.com

USA OFFICE

KHL Group USA LLC
3726 E. Ember Glow Way,
Phoenix, AZ 85050, USA.
Ph: +1 480 659 0578, Fax: +1 480 659 0678
e-mail: trevor.pease@khl.com

CHINA OFFICE

Beijing Representative Office
Room 768, Poly Plaza, No.14, South Dong Zhi Men
Street, Dong Cheng District, Beijing, P.R. China
Tel: +86 10 6553 6676, Fax: +86 10 6553 6690
e-mail: cathyyao@khl.com

UK/NORDIC NATIONS

John Austin, advertisement manager
UK Head Office

Tel: +44 (0)1892 786220
e-mail: john.austin@khl.com
GERMANY/SPAIN/AUSTRIA/
SWITZERLAND/CENTRAL EUROPE
Mike Posener, UK Head Office
Tel: +353 98 567 30, Fax: +44 (0)1892 786258
e-mail: mike.posener@khl.com
THE NETHERLANDS/LUXEMBOURG
Arthur Schavemaker

Tel: +31 (0)547 275005, Fax: +31 (0)547 271831
e-mail: arthur@kenter.nl
FRANCE/BELGIUM
Hamilton Pearman

Tel: +33 (0)1 4593 0858, Fax: +33 (0)1 4593 0899
e-mail: hpearman@wanadoo.fr
ITALY
Fabio Potesia

Tel: +39 010 570 4948, Fax: +39 010 553 0088
e-mail: info@mediapointsrl.it
KOREA
CH Park

Tel: +82 (0)2 730 1234, Fax: +82 (0)2 732 8899
e-mail: femads@unitel.co.kr
TURKEY
Melih Apa

Tel: +90 (0)322 454 06 03
Fax: +90 (0)322 453 12 76
e-mail: makina@makina-market.com.tr
CHINA
Miss Li Hanbing

Tel: +86 10 8401 8427, Fax: +86 10 64017647
e-mail: lhb@cm1981.com.cn
JAPAN
Shigeru Kobayashi

Tel: +81 (0)3 3261 4591, Fax: +81 (0)3 3261 6126
e-mail: shig-koby@media-jac.co.jp
USA/CANADA
Bev O'Dell

Tel: +1 (816) 886 1858, Fax: +1 (816) 886 1884
e-mail: bevodell@khl.com
Pat Sharkey
Tel: +1 (515) 573 8684, Fax: +1 (515) 573 4991
e-mail: pat.sharkey@khl.com

Printed by: Garnett Dickinson Print, UK

International Cranes and Specialized Transport (USPS 017 158) is published monthly by KHL Group and distributed in the US by DSW, 75 Aberdeen Road, Emigsville, PA 17318-0437. Periodicals postage paid at Emigsville, PA. Postmaster: Send address changes to International Cranes and Specialized Transport, c/o PO Box 437, Emigsville, PA 17318-0437.

Published by



© Copyright
KHL Group 2009
ISSN: 1747-700X

MEMBER OF



COMMENT

I am pleased to report that the inaugural World Crane and Transport Summit in Amsterdam last month was a great success. After much hard work by a team of people it all ran very well. It was great to be part of an event that brought people together from all over the world with a common interest. Feedback on the WCTS was encouragingly positive and I look forward to the next one. For more on the event see the review starting on page 14. To see more photos, copies of the presentations and more, see www.khl.com/wcts

Sessions on regulations and standards generated great interest at the WCTS, sparking lively and heated debate on safety issues and potential solutions. Standards discussed included the amendment to EN 13000 for mobile cranes, the new EN 14439 for tower cranes, the C-DAC revision of the Cranes and Derricks standards in the USA and load securement rules in Germany. For more details on legislation and standards see the feature starting on page 36.

It was just five years ago in 2004 that Chinese crane manufacturers entered the ICm20 table of the world's 20 largest crane manufacturers. XCMG was in at 20, rising to 6th place this year, ahead of Tadano. Zoomlion entered the following year at 16th and has since risen to 10th this year. Sany is in this year at 15th and Fuwa is just outside the top 20. All in all it signals a major shift in world crane manufacturing, especially at the relatively high volume (the lower lifting capacity) end of wheeled and crawler mobile market. For this year's ICm20 see page 24.

On a personal note, it is already more than a month since I got the news of the death of Gino Koster – this magazine's special correspondent and my friend – but the feeling of shock and sadness remains. He is sorely missed and will continue to be so. I hope the influence of his hard work and his passion for the crane and transport industry will live on in some way with many people around the world.

CORRESPONDENCE IS WELCOME AND SHOULD BE SENT TO:

The Editor, International Cranes and Specialized Transport, Southfields, Southview Road, Wadhurst, East Sussex TN5 6TP, UK.

Tel: +44 (0)1892 784088

Fax: +44 (0)1892 786257

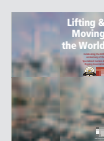
e-mail: alex.dahm@khl.com



Alex Dahm

Editor

CRANE PORTFOLIO



KHL's worldcranemarket
The global source for used cranes and transport equipment
www.worldcranemarket.com

KHL's worldcraneweek
The weekly newsletter for lifting and transport worldwide
www.worldcraneweek.com

Worldconstructionweek
The international newsletter for construction news, lifting, cranes and demolition
www.worldconstructionweek.com

KHL TEAM

EDITOR

Alex Dahm
e-mail: alex.dahm@khl.com
Tel: +44 (0)1892 786206
DEPUTY EDITOR
Euan Youdale
e-mail: euanyoudale@khl.com
Tel: +44 (0)1892 786208

GROUP EDITORS

Lindsey Anderson
Lindsay Gale
Maria Hadlok
Murray Pollok
D'Ann Shiffler
Chris Sleight

WORLDWIDE CONTRIBUTORS

Graham Brent (USA)
Heinz-Gert Kessel (Germany)
Richard Krabbendam (Netherlands)
Brent Stacey (Australia)

SC&RA CORRESPONDENT

Terry White
PRODUCTION & CIRCULATION
DIRECTOR
Saara Rootes
e-mail: saara.rootes@khl.com
PRODUCTION MANAGER
Ross Dickson
e-mail: ross.dickson@khl.com
Tel: +44 (0)1892 786245
DESIGN MANAGER
Jeff Gilbert
DESIGNER
Gary Brinklow
DISPLAY PRODUCTION ASSISTANT
Pippa Smith
e-mail: pippa.smith@khl.com
Tel: +44 (0)1892 786207
SALES MANAGER
John Austin
e-mail: john.austin@khl.com
Tel: +44 (0)1892 786220

CLASSIFIED SALES MANAGER

Wil Holloway
e-mail: wil.holloway@khl.com
Tel: +44 (0)1892 786232
CLASSIFIED SALES EXECUTIVE
Paul Watson
e-mail: paul.watson@khl.com
Tel: +44 (0)1892 786204
FINANCIAL CONTROLLER
Paul Baker
FINANCE
Gillian Martin
e-mail: gillian.martin@khl.com
Tel: +44 (0)1892 786248
CREDIT CONTROLLER
Josephine Day
e-mail: josephine.day@khl.com
Tel: +44 (0)1892 786250
BUSINESS DEVELOPMENT
DIRECTOR
Peter Watkinson

MARKETING MANAGER

James Mosicki
CIRCULATION MANAGER
Theresa Flint
e-mail: theresa.flint@khl.com
CIRCULATION EXECUTIVE
Hayley Coulson
e-mail: hayley.coulson@khl.com
Tel: +44 (0)1892 786233
OFFICE MANAGER/
BOOKSHOP MANAGER
Katy Storvik
Direct tel: +44 (0)1892 786201
e-mail: katy.storvik@khl.com
EDITORIAL DIRECTOR
Paul Marsden
PUBLISHER
James King

WOLFFKRAN

Night and Day.

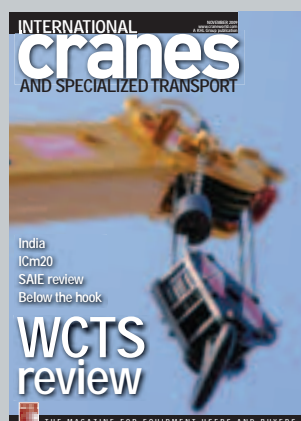


Night falls but a WOLFF keeps working. WOLFF tower cranes – designed to make efficient construction progress. For more round-the-clock-information about the specialists for economical peak performance worldwide: www.wolffkran.com

Der Leitwolf. *The leader of the pack.*



ON THE COVER



Ormig launched its 5.5 tonne capacity 5.5 tME electric industrial crane at the SAIE 2009 exhibition in Bologna, Italy. See review starting on page 40

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.

Material published in International Cranes and Specialized Transport is protected under international copyright law and may not be reproduced without prior permission from the publisher.



CONTENTS

NEWS

6

Sales drop but orders stabilise at Manitowoc, Cranes division props up Terex, Hiab and Kalmar merger brings loss, Fassi looks to the future, Russian giant expands, First sight of Wilbert giant

BUSINESS

12

After a pause for breath in September, October saw share prices in the crane industry put on another spurt of growth. *Chris Sleight* reports



WORLD CRANE AND TRANSPORT SUMMIT REVIEW

14

Almost 300 delegates attended the two day World Crane and Transport Summit in Amsterdam, the Netherlands, 22 and 23 October. *IC* reports

SPECIALIZED TRANSPORT

21

ALE Heavylift and Felbermayr carried out challenging bridge transportations in recent months. *IC* reports on both of them



ICM20

24

Down is still not the overall trend in the ICm20 2009 listing of the world's largest crane manufacturers. That is despite a year since the global financial crisis took hold and the rapid economic downturn began

SITE REPORT

27

A 300 tonne crawler crane from Liebherr was used to upgrade the Gulf of Mexico's most productive gas processing platform. *IC* reports

COUNTRY REPORT: INDIA

29

Indian crane manufacturers are optimistic about recovery of demand for their products. *Phil Bishop* reports

LEGISLATION AND STANDARDS

36

One of the most interesting and important debates at the World Crane and Transport Summit in October centred around an amendment to the European EN 13000 mobile crane standard regarding rated capacity limiters. *Euan Youdale* reports

SAIE REVIEW

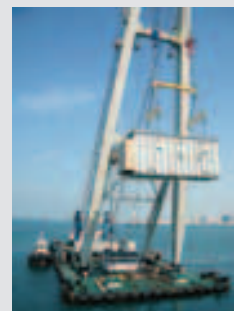
40

SAIE 2009 delivered its usual range of interesting products this year and even presented a new loader crane company. *Euan Youdale* was there

BELOW THE HOOK

44

Spreader systems are moving with trends in the marine sector, as well as demands for efficient and environmentally friendly products. *Euan Youdale* reports



EQUIPMENT AND ACCESSORIES

50

A selection of equipment and accessories for sectors of the lifting industry

BACK PAGE

53

People news, Events diary, Picture of the month

OBITUARY: GINO KOSTER

54

Gino Koster, a well known and universally respected member of the crane and transport community, died in late September. *IC* pays tribute

CLASSIFIED ADVERTISING

58

SC&RA

SC&RA NEWS AND COMMENT 47

An analysis by SC&RA executive vice president *Joel Dandrea* of key issues concerning the association, including a global economic snapshot of the industry and an explanation of his reasons for long-term optimism



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

NEWS HIGHLIGHTS

■ Tiong Woon Crane Pte has been awarded two contracts to supply mobile cranes and lifting services for the mono-ethylene glycol and Seraya plants on Jurong Island, Singapore. The five year contracts were awarded by Shell Eastern Petroleum (SEPL) and Shell Chemicals Seraya, respectively.

■ Broshuis in the Netherlands has been selected by engineering and defence contractor KBR to supply twenty heavy duty 45 tonne trailers to the British Army. The two-axle trailer was selected following demanding trials conducted by KBR over extreme terrain, said Pieter-Bas Broshuis. "We are delighted to have been selected and to have the opportunity to continue our excellent record in supporting the British armed forces."

Sales drop but orders stabilise at Manitowoc

Third-quarter 2009 net sales in Manitowoc's Crane segment were US\$ 479.5 million, down 52% from \$991.0 million in the same period of 2008.

Operating earnings decreased to \$20.8 million from \$139.0 million in the third quarter of 2008.

On a positive note, stabilisation in the form of net positive order flow started in March and is forecast to continue into the first quarter of 2010.

Order backlog at 30 September was \$667 million, down 26% from \$901 million in the previous quarter at 30 June 2009. "During the first half of 2009, crane sales still benefited from the very strong backlog on our books prior to

the extreme cyclical downturn that developed rapidly in the fourth quarter of 2008," said Glen Tellock, Manitowoc Company chairman and CEO.

"It is typical for both the size and the duration of the backlog to diminish as demand wanes since the factories are not operating as close to their capacity. As a result, the percentage of our orders versus revenues has increased from 18% in the first quarter to over 50% in the third quarter."

Tellock continued, "While improvement in the US and European markets is not expected in the near term, there are pockets of growth in Asia, Latin America, Africa, and the Middle East. Going

forward, Manitowoc should benefit from the global restructuring that we have been implementing over the past year, as well as our position in emerging markets that are leading the economic recovery."



The first picture of Wilbert Turmkrane's giant WT 1905L e.tronic at work has been released to IC. Claimed to be Europe's largest luffing jib climbing tower crane, the model was launched in April 2009. Here, it is carrying out lifting duties at a power plant in Hamm, Germany.

In May, special correspondent Heinz-Gert Kessel revealed details of the new crane: IC June 2009, p15.

It is the first model in the German manufacturer's "Heavy-Lifter" product line.

New venture for FibreMax

Synthetic fibre rope manufacturer FibreMax has teamed up with fellow Netherlands-based sling producer Technotex. "We are joining up to provide an alternative form of spreader beams – which mainly use big

shackles and steel wire ropes to connect everything. We can replace steel wire ropes and the shackles [with our product]. This saves weight and the time to install them."

The challenge lies in convincing users of the benefits of fibre over steel wire.

"It has never been done before – everyone is using steel wire and shackles. We think we have another solution. Everyone thinks in steel and it is a matter of changing their mind."

FibreMax products are more expensive than the steel versions, but the lifetime is much longer, "Say steel costs €1,000 and our product costs €2,000 – so the purchaser compares one with the other, but that is like comparing apples and pears. You have to take into account all the advantages you get. If you can load out one more cargo a day from a ship because you

do not have to install all the shackles, you make money."

According to van Zonneveld, it will only be a matter of time before the fibre solution becomes common. "People are complaining about the weight of steel wire, especially people who have to work with it. In addition, lift weights are going up."

Commenting on the partnership with Technotex, Wilco van Zonneveld adds, "From our point of view we can start tomorrow, it not a problem making the product, it's just about acceptance from the customer."

In October FibreMax was awarded as Rising Star 2009 Benelux, part of the Deloitte Technology Fast50 created for companies younger than five years. Eleven companies from Holland and Belgium were nominated for this award.

■ For more information on below the hook, see the feature starting on page 44.



ALL ORDERS

All Erection & Crane Rental Corp. in the USA has ordered 10 new 75 US ton (68 tonne) capacity Link-Belt TCC-750 telescopic crawler cranes. The cranes will be distributed among All's branch companies, delivered one per month starting in November, the company said.

The company will use the TCC-750s in special applications, including the wind energy market, where ground conditions are poor and distances between lift sites can be long.

The telescopic crawler is well-suited for general construction or any place where a rubber tyred machine might be a hindrance, including foundations, bridges, rail construction, and power transmission, the company said.

All Erection also ordered three new 130 ton (118 tonne) capacity Link-Belt RTC-80130 Series II cranes, the largest rough terrain made by Link-Belt, the company said.

See more news and features on www.khl.com

Cranes division props up Terex

Terex Cranes revenue for the third quarter of 2009 was US\$ 455 million, down 38% on the same period last year. Despite the drop, the division returned a modest operating profit of \$5.4 million.

A company statement said sales of rough terrains, tower cranes and lower capacity all terrain cranes had borne the brunt of the downturn. In contrast, demand continued for high capacity crawler and all terrain cranes, thanks to favourable conditions in end markets such as infrastructure construction and energy-related projects.

Terex Cranes order backlog also remained healthy at \$1.02 billion – equivalent to 6.7 months' production at current levels. However, Terex said the backlog was some 48% lower than it was at the end of September 2008. Again, lower demand for lower capacity cranes was the main reason for this, with a much more healthy order position for heavier lifters.

Despite the difficulties for Terex Cranes, it remained the shining star for the group as a whole. The third quarter saw Terex make a net loss of \$103 million, compared to a profit of \$ 94 million in the same period last year. Sales for the three-month period were down 51% to \$1.23 billion, compared to \$2.51 billion a year ago.

Although the company's mining equipment business made an operating profit of \$12.1 million, this and the contribution from Terex Cranes was more than wiped out by a \$60 million loss from the company's construction equipment division and a \$50 million loss for Genie, its aerial work platform business.

As well as being the biggest division in terms of revenues – representing 37% of sales – the crane segment also dominated Terex's order book. The division's \$1.03 billion backlog represents two thirds of Terex's total \$1.52 billion order book.

TOWERS IN SUSPENSION

E D Knutsen Maskin AS has supplied three Liebherr 280 EC-H 16 Litronic tower cranes to build the Hardanger Bridge across Norway's second largest fjord.

Spanning 1,310 m, it will be the country's longest suspension bridge and the world's seventh longest. With the associated 2.4 km tunnel and 0.8 km of road between the tunnel and the bridge, it will replace the existing ferry service between Brurvik and Brimnes. Completion is due 2013.

Total length of the Hardanger Bridge is 1,380 m.



FELBERMAYR CHOOSES NOOTEBOOM

Austria-based transport and lifting company Felbermayr, has expanded its fleet of equipment for transporting wind turbines.

The investment in Nooteboom equipment further strengthens Felbermayr's position in this industry where it has landed a contract for the transport and assembly of Vestas wind energy installations in various European countries.

The specialist transport solutions include three 4-axle triple extendible Telesteps for transporting rotor blades. There are also four Mega Windmill Transporters (MWT) for tower sections and nacelles. The Mega Windmill Transporters are composed of 3-axle and 4-axle jeep dollies and 7-axle self-steering dollies and have LIFTAD-100 lift adaptors.



China-built Manitowoc

Manitowoc has announced a 100 tonne capacity crawler crane built in China for the Chinese market.

The MLC100 is "a world-class crawler crane engineered by Manitowoc in China" and is the first in what will be a range of models, according to the manufacturer. A 150 tonner will be introduced to the Chinese market by the end of 2010 and they will be made in Zhangjiagang where Potain tower cranes have been built since the 1980s.

Eric Etchart, president and general manager of Manitowoc Cranes, said the introduction of the MLC100 fits well with Manitowoc's philosophy. "The best way to serve our customers is

to develop and to support products locally," he said.

Main boom length is up to 73 m while the maximum combination is 58 m of main boom plus the full 24 m of jib giving a tip height of 81.8 m. Power is from a 224 kW Tier III Cummins QSL300 engine. The pilot-controlled hydraulic system gives smooth operation and precise control.



EAGLE FLIES

Carvalho – Transportes Carvalho, a crane services company that has been operating in Rio de Janeiro, Brazil for 49 years, has helped restore the Águia Dourada, which means the “golden eagle,” atop the Theatro Municipal in Rio de Janeiro.

The theatre was completed in 1909 and was inspired by the Paris Opera, designed by Charles Garnier.

The sculpture weighs 350 kg and is 4 metres tall and 6 metres wide, from one wing tip to the other, according to Miriam Carvalho, director of Carvalho – Transportes Carvalho.

The eagle was taken down in April 2009 for restoration of the centenary portion of the theatre as well as other modernisation of the building.

Transportes Carvalho used its 160 tonne capacity Terex Demag AC 160/2 all terrain mobile crane with its boom fully extended plus jib to take the eagle down for restoration. Unsure of the durability of the eagle and its condition after 100 years on top of the building, riggers took special care, using extra slings and netting to lift the golden bird to the ground.



Hiab and Kalmar merger brings loss

Cargotec has announced that restructuring costs from its Hiab and Kalmar merger will result in an operating loss for 2009.

In June 2009 Cargotec revealed plans to merge the Hiab loader crane and Kalmar port handling businesses into a new Industrial and Terminal segment to increase efficiency and customer focus.

However, additional restructuring charges of about €20 million (US\$ 29.6 million), adding to the previous estimate of €50 million (\$70 million), are now being forecast for this year. This means the group's earlier

hopes of “slightly positive” 2009 figures, following the merger, will not be met.

“The planned reorganisation and capacity adjustment measures are estimated to have an effect of further reducing some 500 employees globally,” added a company spokesman. Although the company's combined streamlining and restructuring measures are likely to bring more than €150 million (\$222 million) in annual savings, according to Cargotec.

The Industrial and Terminal business area became operational on

1 October 2009. The existing Hiab and Kalmar organisations will continue until the end of the year to ensure a smooth transition.

“The possible measures for the personnel reductions will be initiated locally in employee co-operation procedures in each country. The major countries affected by the announced plans are Finland with an estimated impact of 180 persons and Sweden with an estimated impact of 130 persons,” added the spokesman.

Cargotec employs about 1,500 people in Finland and 2,000 in Sweden.

Russian giant expands

Ivanovo Stamp, incorporating truck crane producers Autokran and Gazprom-crane, has opened two new facilities in the Russian Federation that will help service the needs of the local natural resources industry and the 2014 Winter Olympics.

The two offices, opened in August, are based in Kazan, capital city of the Republic of Tatarstan, in the south west, and Krasnodar, on the eastern shores of the Black Sea.

“In spite of the complex economic situation in Russia and in the world, our enterprise continues to carry out its previous plans,” said Alexander Khnykin, general director of Ivanovo Stamp, based in Moscow.

The new facilities will bring services closer to local customers, added Khnykin. Following the opening, the company has 14 offices, 12 of which are in the largest cities in Russia, with two in Kiev, Ukraine, and Alma Ata, Kazakhstan.

Khnykin explained that



urgent construction for the Socci 2014 Winter Olympic Games is underway near Krasnodar. The facility in Kazan is designed to take advantage of the growing economy of the Republic of Tatarstan and a wealth of natural resources in the area, which boasts 127 oil fields and 108 coal mines.

■ The company has also sold 40 units of its newest truck crane in a single deal worth 165 million Rubles (US\$ 5.6 million).

The 25 tonne capacity

KS-54712 was launched during the CTT 2008 construction exhibition in Moscow by Autokran, part of the Ivanovo Stamp organisation.

It has a four section boom, which, the company says, has the same workability as a 32 tonne capacity model. It was the first crane in Russia to have a hydraulically elevated cab.

This latest bulk order came from Russia's fifth largest oil producer SurgutNefteGaz during the Surgut Oil and Gas 2009 exhibition.



SANY 400T Crawler Crane Showcasing Skills in Xinjiang, China

- Various safety devices design, safer and more reliable operation
- Quick delivery, Parts and professional services all over the South East Asia
- Engine, Hydraulic system, load indicator, wire rope etc, most key parts, we used world famous brands under global purchasing
- We already exported many units to USA, EU, Australia, South Korea, South-east Asia, Mid-east, Russia and so on

Product Series: 50T 80T 100T 150T 200T 250T 320T 400T 630T 900T 1000T

Fassi looks to the future

Giovanni Fassi, pictured, told journalists at the SAIE 2009 exhibition in Italy that talking about the global crisis was no longer the key issue. "It is about a resetting of our companies. We have to go back seven or eight years and start again. I hope we get back to the peak but it's not written anywhere."

Fassi says there has been about a 50% drop in sales across the loader crane companies, but forecasts 10% growth at Fassi by the end of 2010. Italy, he says, is keeping up the average against other European countries in the worst downturn. Those include Spain and the UK, but North America is also taking

its time to recover.

New products will help Fassi's cause. Six XP versions of existing models in the 5 to 16 tonne-metre range were on show: the F55A XP, F70A XP, F90A XP, F105A XP, F120A XP and F160A XP. The XP system provides power reserve during critical situations. Fassi also announced the FX500 load limiting device, developed for light and medium cranes from the existing FX800 Evolution



system.

Fassi said the company was researching another product to control the stability of the crane. The system would not control the outriggers but would, perhaps, take the form of a balance sensor checking areas including rotation and deformation.

In October Fassi sold working platform

manufacturer Socage.

The company had been under the ownership of Fassi for 20 years. The final deal saw the sale price reach 2007 prices, according to Fassi. The buyer of Socage has also acquired truck mount and spider manufacturer Cela.

"There were no productive or commercial synergies. The components were completely different. It is different steel, different rams and different length of boom, so we almost never produced anything for Socage."

The sale will provide a platform for new investment, says Fassi. While no plans have been finalised, they will not include mobile crane or tower crane companies, rather something that complements current products.

It certainly seems there will be some interesting developments at the company by the time it reaches its 45th anniversary in 2010.

LIEBHERR IN TURKEY AND AZERBAIJAN

Two new Liebherr companies will strengthen the manufacturer's presence in Turkey and Azerbaijan. Improved customer support will be achieved by optimising after-sales service, including repairs and the supply of spare parts, Liebherr said.

Liebherr-Makine Ticaret Servis Limited Sirketi, with its registered offices in Istanbul, was formed from the dealer organisation in Turkey. Liebherr cranes will be supported, including a large part of the maritime crane programme in Turkey, plus earthmoving, material handling and special-purpose civil engineering machines.

Liebherr-Azeri LLC has its registered offices in Baku, Azerbaijan. It is responsible for all the Liebherr Group's maritime cranes and also for mobile and crawler cranes, tower cranes, hydraulic rope excavators, special-purpose civil engineering machinery and products from the Group's mixing technology division.

Both the new companies are subsidiaries of Liebherr-MCCTec in Nenzing, Austria, which is responsible for the Group's maritime cranes division.



Gottwald has received an order for two G series HSK 8332 B portal harbour cranes.

The units will be used for handling bulk materials in the new multi-purpose terminal for solid cargo in Dahej, in the province of Gujarat, on the west coast of India. The order was placed by de Adani Petronet (Dahej) Port Pvt. Ltd. (APPPL), a joint venture between Petronet LNG Ltd. and Mundra Port & Special Economic Zone Ltd.

The G HSK 8332 B is a variant of Model 8 and is derived from mobile harbour crane design. Both have four-rope grabs, for heavy-duty bulk handling, 63 tonne grab curves and a maximum radius of 50 m. They can be used alongside cape-size ships.

Ritchie auction record

A crane broke the auction record for the most expensive equipment item sold at auctioneer Ritchie Bros' Denver, USA site.

An unused 220 US ton (200 tonne) capacity Manitowoc Model 14000 lattice boom crawler crane sold for US\$ 1.275 million. More than 30 cranes were part of the 800-unit auction on 20 October. Another Model 14000 sold for \$1.2 million and was also part of more than 40 lots sold for Energy Transportation Inc.

"End-users from all over the

world participated on-site and over the internet on auction day and were particularly interested in the large selection of unused and late model cranes being sold. Bidding was very competitive with most of the cranes being purchased by out-of-state buyers who were present on-site," said Steve Merich, Ritchie Bros regional manager.

Other cranes in the sale included a 100 tonne capacity Liebherr LTM 1100-4.1 all terrain from 2007 and more than 16 Grove rough terrains.

NEWS HIGHLIGHT

■ Essex Crane Rental in the USA has supplied two crawler cranes to Chesapeake Mechanical to assist with the US\$ 500 million expansion of the Essroc Cement Plant in Martinsburg, West Virginia. The expansion involves building towers, silos, collectors and process ducts. Essex first provided a Manitowoc 4100W with tower attachment. The crane was used to reach the tallest parts of the towers, silos and collectors. Essex's Liebherr LR 1300 with luffing jib was subsequently added to the site to place the hard-to-reach process duct work.

You might be surprised who cares about your success



There's the parts expert in China. The engineer in Germany.
The support staff in the USA.

And the hundreds of other professional men and women around the world who comprise the Manitowoc Crane Care team, each with a specific role in making our customer support the most reliable in the business. That's why we ship OEM parts day and night. Provide round-the-clock service. Supply easy-to-use technical manuals. Offer comprehensive classroom and online training. Deliver high-performance rebuilds. And much more.

Reach as high as you want. We care about your success and we'll be there to support you.



After a pause for breath in September, October saw share prices in the crane industry put on another spurt of growth. CHRIS SLEIGHT reports

Rally returns

Share prices for crane manufacturers stood still in September, but October saw them resume the rally that began in March.

Between weeks 39 and 44 IC's share index rose 8.35% to 296.89 points. Along the way it broke through the 300-point barrier for the first time since late last September, although it still has some way to go before it gets back above the levels seen prior to the Lehman Bros. collapse.

In contrast, the best any of the mainstream indicators could manage was the Dow's 3.08% gain over the same period. Like the crane sector, this included breaking through a psychological barrier – the 10,000-point mark, although like the crane sector, the Dow fell back afterwards too.

Elsewhere, the FTSE managed just a 1.06% rise, while the Nikkei was almost unmoved with just a 0.25% rise.

Results

The key drivers for the gains were financial results. In the US they were figures for the third quarter of the calendar year, while Japanese companies released data on the first half of the fiscal year, which starts in April.

Ironically, the biggest influence on the crane sector may be a company that is not even listed in the IC Share Index. Caterpillar is by far the biggest manufacturer of construction equipment in the world, and its shares are also one of the 30 components of the Dow Jones Industrial Average.

As such, it often acts as a bellwether for the entire heavy equipment sector – including cranes – particularly as far as US manufacturers are concerned. Although Cat reported a 44% drop in revenues for the third quarter compared to a year ago and a 53% drop in net profits,

its results and forecasts of future performance were ahead of investor expectations.

This helped lift all US companies in the construction equipment sector, including Manitowoc and Terex. Indeed, Terex retained a 9.63% rise in its share price despite reporting a US\$103 million net loss for the quarter. The only bright spot in Terex's results came from its crane division, which is still making a profit and accounts for 37% of the company's revenues and a massive two thirds of its order book.

Positive results announcements also helped lift Japan's crane manufacturers. Hitachi has upped its forecast for the year and now expects to make a moderate operating profit as opposed to the previous expectation of breaking even. It says improving market trends in emerging markets such as China, India and Indonesia are the reasons behind this cautious optimism.

Outlook

There is often a rally on the stock markets in the eight weeks or so leading up to the Christmas break in late December, so it is possible that share prices will climb further before the year is out.

But putting this traditional pattern aside, it is important to question how high the markets can go given the still fragile economic picture.

Then there may well be another seasonal pattern to deal with. Just as shares rally in the final eight weeks of the year, they also tend to sink in January and February.

It might not be wise to bank on a Happy New Year. ■

NOVEMBER IC SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	CHANGE	% CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
IC Share Index*		274.00	296.89	22.89	8.35	336.63	-11.81
Dow Jones Industrial Average		9665	9963	297	3.08	11143	-10.59
FTSE 100		5084	5138	54	1.06	4977	3.23
Nikkei 225		10010	10035	25	0.25	11744	-14.55
Hitachi Construction Machinery	YEN	1872	2185	313	16.72	2485	-12.07
Konecranes	€	19.82	17.90	-1.92	-9.69	16.25	10.15
Kobe Steel	YEN	151	168	17	11.26	215	-21.86
Manitowoc	US\$	9.52	10.45	0.93	9.77	17.74	-41.09
Palfinger	€	16.92	16.46	-0.46	-2.72	13.72	19.97
Tadano	YEN	448	436	-12	-2.68	647	-32.61
Terex	US\$	19.74	21.64	1.90	9.63	34.18	-36.69

*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	90.38	91.38	1.00	1.10	106.06	-13.84
€	0.6817	0.6762	-0.0054	-0.80	0.6851	-1.30
UKE	0.6263	0.6069	-0.0194	-3.09	0.5435	11.67

Period: Week 39 - 44



Zoomlion Cranes

Confidence Comes from Continuous Improvement

- Hammerhead Tower Crane
- Flat-Top Tower Crane
- Luffing Jib Tower Crane
- Truck Crane: 8-300t
- All Terrain Truck Crane: 25-350t
- Crawler Crane: 50-1000t
- Cargo Crane: 1.5-20t
- P/c and Carry Crane

ZOOMLION

Changsha Zoomlion Heavy Industry Science & Technology Development Co., Ltd

Address: No 361 South Yuyuan Road, Changsha, Hunan, P.R.China 410013

Tel: 0086-731-88923809 Fax: 0086-731-88928278

E-mail: overseas_marketing@zoomlion.com

For mobile cranes: hotline-cranes@zoomlion.com

For concrete machinery: concrete.overseas@zoomlion.com

www.zoomlion.com



Chairman of the WCTS was Peter Hobday, a former leading BBC news and economics broadcaster, who kept the event running smoothly and sparked lively debate



Conference

Almost 300 delegates attended the two day World Crane and Transport Summit in Amsterdam, the Netherlands, 22 and 23 October. *IC reports*

Top representatives from crane and transport companies, equipment manufacturers, associations and standards bodies from around the world met in Amsterdam at the World Crane and Transport Summit to discuss industry issues. These included new safety standards for design and use of equipment, issues for operators and business.

Highlights for the 289 attendees at the inaugural WCTS included the signing of an international agreement to foster closer working with common aims for harmonised standards licensing and ways of working. Members of the new World Crane and Transport Alliance are the Specialized Carriers and Rigging Association (SC&RA), European Association of Heavy Haulage, Transport and Cranes (ESTA), Crane Industry Council of Australia (CICA), New Zealand Heavy Haulage Association (NZHHA), Crane Association of Canada (CRAoC).

There was also a productive and detailed debate on issues and proposals related to the amendment of the EN 13000 standard for cranes regarding rated capacity limiters. For more on this

topic see the separate article starting on page 36.

Speakers at the event included: Roderik van Seumeren, Mammoet; Frank Bardono, AmQuip; Robert Weiss, Cranes Inc; Eric Etchart, Manitowoc; Christoph Schneider, Liebherr; and Klaus Meissner, Terex Cranes.

For more information, extra photographs, copies of the presentations to download, videos of the sessions, and much more, see the World Crane and Transport Summit web site, www.khl.com/wcts

James King, managing director of KHL Group, organiser of the WCTS and publisher of IC gave the welcome speech to open the conference



Doug Ball, SC&RA vice president, gave a keynote speech outlining needs and challenges facing the industry



Keynote speaker Doug McWilliams taking questions from the floor about forecasts for the world economy



Christian-Jacques Vernazza, president of ESTA and Mediaco, gave a keynote speech on worldwide co-operation and harmonising standards



Beth O'Quinn from the SC&RA organised the signing of the World Crane and Transport Alliance agreement

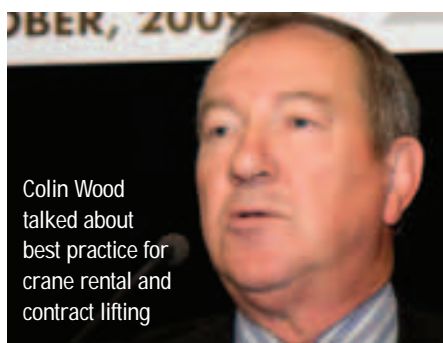
Signing the World Crane and Transport Alliance agreement are, from left to right: Christian-Jacques Vernazza for ESTA; John Gillespie for CICA; Bill Stramer for CRAoC; Jonathan Thomson for NZHHA; and Paul LeFebvre for SC&RA



Success



John Gillespie, left, and Jeff Brundell talked about the CraneSafe programme and the Australian approach to crane inspection and maintenance regimes



Colin Wood talked about best practice for crane rental and contract lifting



Richard Krabbendam talked about the necessity for guidelines on trailer stability

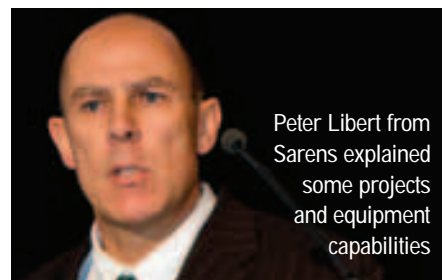


Jonathan Thomson talked about managing safety-critical transportation issues

Doug Williams explained the process of and progress on updating regulations (C-DAC) in the USA to help protect people and profits



Graham Brent explained how operator certification improves crane safety



Peter Libert from Sarens explained some projects and equipment capabilities



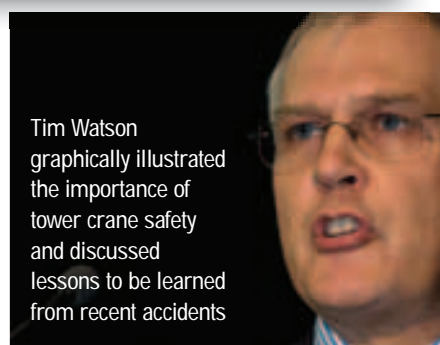
Networking and exchanging information were primary activities at the WCTS



Hans-Dieter Willim, left, presented the FEM view on the amendment to the European safety standard EN 13000, and Robert Weiss, who presented the view from the USA where the amendment is strongly opposed as being unsafe and unworkable



Roderik van Seumeren discussed the future for heavy lifting and transport companies and the challenges to be faced



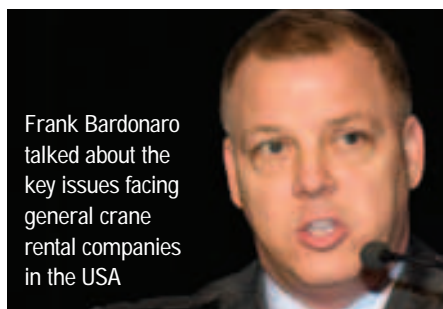
Tim Watson graphically illustrated the importance of tower crane safety and discussed lessons to be learned from recent accidents



David Collett explained problems with permits and other hurdles when transporting an abnormal load across borders in Europe



David Phillips discussed the growth of the Chinese market, its manufacturers and the implications



Frank Bardonaro talked about the key issues facing general crane rental companies in the USA

Alberto Munarriz, below left, explained wind profiles for tower cranes and EN 14439: 2009, the first common harmonised standard for tower cranes in Europe, coming into force on 1 January 2010



Christoph Schneider talked about further benefits of the new EN 14439: 2009



Rainer Sasse from Scheuerle and Alexander Hoffman from RUD explained the new load securement regulations in Germany



Eric Etchart talked about the challenges of meeting customer needs from the manufacturer's perspective



Klaus Meissner issued a clear warning to be prepared for some serious implications of changing regulations on engine exhaust emissions

Kevin Cunningham talked about effectively using risk management to improve financial performance and the importance of making it part of all companies at a deeper level



Peter Schiefer presented a view on future trends and developments in the tower crane sector, including tower heights up to 1,000 m (1 km) and hoisting speeds of 190 m/min



After dinner speaker was professor Sergio Marchi, a former chairman of the General Council of the World Trade Organisation and a former Canadian cabinet minister



Lifting your dreams

The Global Design and Quality Solution

TADANO LTD.

Tokyo Office: International Division
4-12, Kamezawa 2-chome, Sumida-Ku,
Tokyo 130-0014, Japan
Phone: 81-3-3621-7750
Fax: 81-3-3621-7785
E-mail: tdnihq@tadano.co.jp

TADANO AMERICA CORPORATION

4242 W.Greens Rd. Houston,
Texas 77066 U.S.A
Phone: 1-281-869-0030
Fax: 1-281-869-0040
E-mail: sales@tadano-cranes.com

Beijing Office

Jing Guang Centre, Room No.2905,
Hu Jia Lou, Chao Yang Qu,
Beijing, China
Phone: 86-10-6597-3210
Fax: 86-10-6597-3220
E-mail: beijing@tadano.co.jp

TADANO ASIA PTE LTD.

11 Tuas View Crescent,
Multico Building, Singapore
Phone: 65-6863-6901
Fax: 65-6863-6902
E-mail: Tdn-crane@tadanoasia.com

Middle East Office

P.O.Box 18302, LOB15-323,
Jebel Ali Free Zone,
Dubai, United Arab Emirates
Phone: 971-4-8871353
Fax: 971-4-8871703
E-mail: tadano@tadano.ae

TADANO SOUTH CHINA CO.,LTD.

Room 1803, 18/F.,
Seaview Commercial Building,
21-24 Connaught Road West, Hong Kong
Phone: 852-2544-9310
Fax: 852-2541-5828
E-mail: hiwa@tadanosc.com

TADANO FAUN GmbH

Faunberg 2, P.O.Box 100264,
D-91205 Lauf a.d.
Pegnitz, Germany
Phone: 49-9123-955-0
Fax: 49-9123-3085
E-mail: info@tadanofaun.de

TADANO KOREA CO.,LTD.

Dangok Bldg 2F, #642-7, Bokjeong-dong,
Sujeong-gu, Seongnam-si,
Gyeonggi-do, 461-830, Korea
Phone: 82-2-714-1600
Fax: 82-2-3274-1304
E-mail: tadano@korea.com

TADANO FAUN HOLLAND B.V.

Antennestraat 6,
3903 LZ Veenendaal,
The Netherlands
Phone: 31-318-546-700
Fax: 31-318-542-282
E-mail: info@tadano-faun.nl

TAIWAN TADANO LTD.

4F, No.50, Sung Chiang Road,
Taipei, Taiwan
Phone: 886-2-2523-1388
Fax: 886-2-2523-3988
E-mail: tadano@ms18.hinet.net



Simply excellent cranes

Yes, we are number





We may not be the biggest, but you are the **one** for us.

We may not have the widest product range, but we offer you our expertise in cranes and **one-to-one** support in your projects.

And we may not be the cheapest, but **one** thing is clear: we provide an excellent price-quality relationship.

Simply excellent cranes

w w w . j a s o . c o m

Carretera Madrid - Irún, Km. 415 • 20213 Idiazabal (Gipuzkoa) • SPAIN
T.: (+34) 943 18 70 00 • F.: (+34) 943 18 70 20 • E.: jaso@jaso.com

SENNEBOGEN

NEW



690

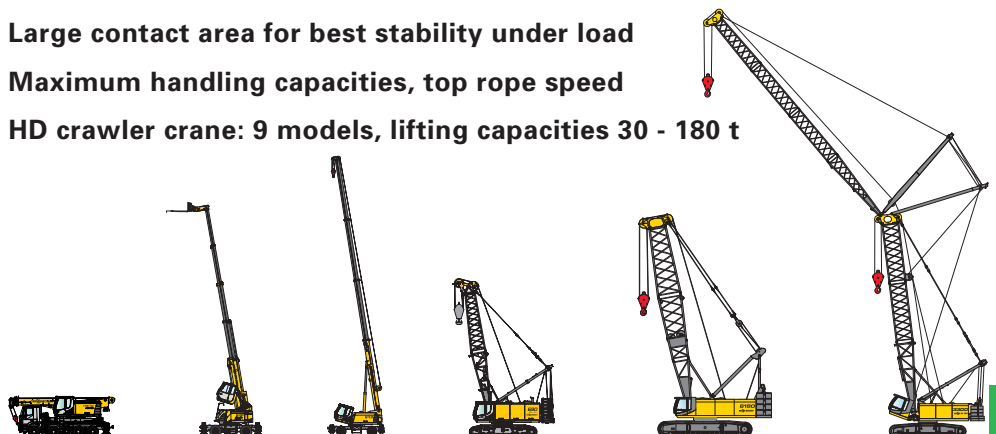
Crane Line
HD Crawler Crane

Heavy Duty Foundation - the Standard equipment.

- Large contact area for best stability under load
- Maximum handling capacities, top rope speed
- HD crawler crane: 9 models, lifting capacities 30 - 180 t

SENNEBOGEN Maschinenfabrik GmbH
Sennebogenstraße 10 • 94315 Straubing
Germany
T +49 9421 540-144 • F +49 9421 540-340
cranedivision@sennebogen.de

www.sennebogen.com



Bridges apart

ALE Heavylift and Felbermayr carried out challenging bridge transportations in recent months. IC reports on both of them



SPMT in support

ALE Heavylift installed the arch section of the 1,100 tonne, 80 m long Rego de Lamas Viaduct in Lalín, Orense, Spain.

The section was built on a platform over the right bank of the AP-53 highway

towards Orense. The bridge section was transported to its final position using four sets of self propelled modular transporter (SPMT) – 2 x 6 lines and 2 x 8 lines. Steel supporting structures were required to bring the bridge section up to its required



height. The total distance covered was 196 m.

The installation steps were as follows:

1. Introduction of the SPMT and the steel supporting structure under the bridge section.
2. Transporting the load with the SPMT and unloading of the bridge section over the provisional assembly supports.
3. Transport of the structure to the assembling area.
4. Approximation lowering with the trailers and load transfer from the trailers to the 300 tonne climbing jacks.
5. Final jacking down and positioning of the structure. The crossing manoeuvres took two hours.

Over and above



Felbermayr transported 16 sections of an ore grinder 300 km from Magdeburg to the Port of Hamburg, Germany. The project required a purpose-built bridge to be constructed over a railway line.

Felbermayr did the work for LS Cargo Logistics GmbH, in Ratingen, Germany. Some of the grinder sections weighed more than 100 tonnes and were up to 8.7 m in diameter and 4.6 m tall. "We were able to transport the eight smaller sections, up to 23.2 tonnes, straight from Magdeburg by road. The dimensions of the remaining sections meant they had to be driven 16 kilometres to the Elbe [river] port in Schönebeck."

Nearly half of the two-hour journey

was taken up with crossing a section of high-speed railway. "As the bridge over the railway would not have borne the total load of up to 73 tonnes, we had to find an alternative. We could not erect a temporary crossing to avoid the bridge as it would have blocked the line for too long. This left the bridge as our only option."

The answer was to "build a bridge over the bridge," says Karin Cordes from the Felbermayr facility in Verden, near Bremen, where the project was planned.

Flyover

The flyover construction was assembled at the company's site in Hilden and tested

using a loaded tractor unit and trailer. It spanned 48 m and had a load capacity of 173 tonnes.

In August it was set up for real in three days. The bridge heads transferred the entire weight to the ground, meaning the permanent bridge did not carry any load.

Once the flyover was in place, the first tractor unit, with 150 tonnes in tow, rolled onto the 30 cm high ramp at the bridge head. An hour later the last of the trailer's 16 axles rolled over the ramp at the other side.

Three more sections of grinder followed before the convoy continued to Schönebeck harbour where the load was transferred to the boat. The vehicles then returned to Magdeburg to load the remaining sections of grinder and repeat the bridge crossing.

Two days later, all the remaining sections had arrived in Schönebeck and had been loaded onto the barge which then transported them along the Elbe to Hamburg. From Hamburg, they were shipped on to northern Brazil where they were destined for an ore-grinding plant. ■



HYDROSPEX

The next step to a higher level!

Hydrosplex Self Erecting Tower

We proudly present our new H-SET15000, the Hydrosplex Self Erecting Tower system. A modular system with a capacity of 1500 metric tons up to a height of 55 meters, can be operated without guy-wires!

The system configuration can be transported in 16 containers only and is fully self erectable. Easy in operation, low ground load and skids in two directions.

Fields of operation:

- Petrochemical Industry
- Refineries
- Nuclear and Power Plants

Main benefits:

- Quick mob and demobilisation
- Easy to operate with advanced pc technology
- Skidding properties in both directions
- Lifting up to 55 meters with Hydrosplex Strand jacks
- Competitive pricing
- Excellent return on investment

Transportation:

- Ships in 16 containers

Availability:

- 4 systems available for delivery this year

More information:

Feel free to contact us for more detailed technical information.

This could be your alternative to bid jobs against \$ 25mio cranes, with million-dollar mob and demob fees!

Price starts at
€ 3.450.000,-

Hydrosplex Power Equipment
The Netherlands
T +31 74 242 20 45
F +31 74 243 03 38
E info@hydrosplex.com
W www.hydrosplex.com



Slow burn

Down is still not the overall trend in the ICm20 2009 listing of the world's largest crane manufacturers.

That is despite a year since the global financial crisis took hold and the massive and rapid economic downturn began. Some figures are already in the negative while others won't be until next year's table. IC reports what may be calm before a storm

On a positive note, it is only recent quarterly and half-yearly figures that show how much business has dropped for crane manufacturers. Positive because full 12-month results to reflect the general fall in business are unavailable until next year's ICm20 table. In addition, the crane industry tends to follow about six months behind the cycle for general construction equipment.

Like last year, Liebherr is at the top of the table. Sales were just over 20% up on the previous year. Moving down the top 10 the next five companies are all in the

2009 ICm20

RANK	COMPANY	LIFTING SALES (US\$ MILLION)	
		2008	2007
1	Liebherr	5,263	4,194
2	Cargotec	4,975	4,124
3	Manitowoc Cranes	3,883	3,246
4	Konecranes	3,133	2,392
5	Terex Cranes	2,900	2,235
6	Xuzhou Heavy Machinery (XCMG)	2,197	1,580
7	Tadano	1,784	1,572
8	Demag Cranes industrial cranes	981	690
9	Kobelco Cranes	944	769
10	Zoomlion	913	614
11	Palfinger	746	693
12	Columbus McKinnon	607	623
13	Kato Works	539	539
14	Hitachi Sumitomo (inc Link-Belt)	521	369
15	Sany	476	n/a
16	Gottwald Port Technology	462	372
17	Furukawa Unic Corporation	444	364
18	Sennebogen	403	208
19	IHI Construction Machinery	263	309
20	Fassi Gru Spa	225	278

ABOUT THE NUMBERS

The ICm20 listing of the world's largest crane manufacturers is derived from the value of crane-related sales in the calendar year 2008 or, in the case of some Asian companies, the fiscal year ended 31 March 2009.

Information is from a range of sources, including financial reports (from publicly traded companies), companies' own submissions and data from financial research organisations.

While IC strives to ensure that the data presented is as accurate as possible, we cannot guarantee it, so the table should only be used as a guide and not for buying decisions. If you have any relevant financial information or suggestions to help develop the listing please contact the editorial department at the usual address.

Exchange rates calculated at:
Euro 1.0 = US\$ 1.46
Japan YEN 90 = US\$1.0

same position as last year and all show sales increases.

Kobelco at 9 in the table built 920 cranes in 2008, up 8% on the 850 units it built the previous year. This helped its sales figure to US\$944 million, up 19% from \$769 million the year before. "Although the profit targets that were originally set were not achieved, large sized crawler cranes, of which sales were started in 2007, sold well in general, making a significant contribution to profitability," Kobelco said. Domestic sales rose 23.5% at Kobelco over the previous fiscal year and exports increased 17.4%.

Chinese manufacturers XCMG, Zoomlion and Sany have had a major impact on the table. Zoomlion has entered the top 10 from 11 last year, helping to push Palfinger from Austria out to 11. Sany is a new entry at 15 while XCMG has posted an increase of more than 25% on the previous

year. Sitting just outside the top 20 is crawler and mobile manufacturer Fuwa with crane sales of \$174 million.

Of the companies showing a decline, Tadano was down 6.6%, Palfinger just 1.8%. For the latter company this is quite different from last year as the exchange rate fluctuation between the Dollar and the Euro, in favour of the Euro, means our table shows sales were actually higher but, in Euro terms, they were 10 million lower in 2008 than 2007. The sales figures for loader crane manufacturer Palfinger in Euro were 510 million in 2007 and 500 million in 2008.

This exchange rate effect also applies elsewhere in the table among the manufacturers who report in Euro or are based in Europe. These are: Liebherr, Cargotec, Konecranes, Demag Cranes industrial cranes, Palfinger, Gottwald Port Technology, Sennebogen, Fassi.

Cargotec numbers are up nearly 25%, due in part to acquisition and the exchange rate fluctuation between the dollar and the Euro. The three crane divisions, Kalmar, MacGregor and Hiab were still led by the former, where sales were almost double those in each of the other two, although business in the port sector was early to be adversely affected in the cycle.

Another change this year in the table is that the figure for Link-Belt is included with sister company Hitachi Sumitomo Heavy Industries Construction Crane Co, which also includes cranes sold by Hitachi Cranes, Europe and China.

A few years ago Tadano was the world's largest manufacturer of cranes before being eclipsed by Liebherr, Manitowoc and Terex. In December 2008 it added to its portfolio by buying USA-based telescopic crawler crane manufacturer Mantis for \$ 37.5 million. ■

WEB SITE	WHEELED MOBILE	CRAWLER	TOWER	LOADER	EOT	DOCKSIDE	OFFSHORE	INDUSTRIAL
www.liebherr.com	✓	✓	✓			✓	✓	✓
www.cargotec.com				✓		✓	✓	
www.manitowoc.com	✓	✓	✓	✓				✓
www.konecranes.com					✓	✓		
www.terex-cranes.com	✓	✓	✓	✓				✓
www.xcmg.com	✓	✓		✓				
www.tadano.co.jp	✓			✓				
www.demagcranes.de					✓			
www.kobelco-cranes.com	✓	✓						
www.zoomlion.com	✓	✓	✓					
www.palfinger.com				✓				
www.cmworks.com					✓	✓	✓	
www.kato-works.co.jp	✓							
www.hands-crane.com		✓				✓		
www.sany.com.cn	✓	✓						
www.gottwald.com						✓		
www.furukawaunic.co.jp	✓	✓		✓			✓	
www.sennebogen.de	✓	✓				✓		✓
www.ihl.co.jp		✓				✓	✓	
www.fassigroup.com				✓				



LINDEN COMANSA

Construcciones Metálicas COMANSA S.A.

Tel. +34 948 335 020 | Fax. +34 948 330 810
export@comansa.com | www.comansa.com
 Pol. Urbizkain, Crta. Aoliz Nº 1
 31620 - Huarte (Navarra), SPAIN



Linden Comansa AMERICA LLC

Tel. +1 704 588 7729 | Fax. +1 704 588 3986
sales@lccranes.com
www.lccranes.com
 11608 Downs Rd. Pineville NC 28134, USA



Hangzhou Comansa JIE Construction Machinery Co. Ltd

Tel. +86 571 8299 5555 | Fax. +86 571 8299 6555
export@comansajie.com.cn
www.comansajie.com.cn
 Jingjiang, Xiaoshan, Hangzhou P.C. 311223, CHINA

Gas boost in the Gulf

A 300 tonne crawler crane from Liebherr was used to upgrade the Gulf of Mexico's most productive gas processing platform.

IC reports



Installing a new crane on the South Marsh Island Block 217 platform

Flatrock is a multiple reservoir deep-gas discovery below the Chevron-operated Tiger Shoal Field in the Gulf of Mexico, 19 km southwest of Vermilion Bay, USA.

Gas produced at Flatrock is processed at the South Marsh Island (SMI) Block 217 platform, which, before its expansion earlier this year, was already producing double the Gulf of Mexico average for a single platform. Since, the expansion capacity has doubled.

"This one platform alone could increase US natural gas production by 13%," says J.P. Quackenbos, president of Cajun Maritime LLC, Chevron's main contractor on the project.

To carry out the work, Cajun purchased a 300 tonne capacity Liebherr LR 1300 lattice boom crawler crane. "This crane has a number of features that are attractive to us. The sealed bearings, stainless steel, zinc plated surfaces and special coatings make it particularly suitable for the maritime market, and there are a number of safety mechanisms that we like. We also like the big engine, high line pull and the load chart – it holds its capacity well as the radius increases," Quackenbos explains.

The model was used in a range of installations, including 32, 42 and 76 inch (81, 106 and 193 cm) diameter pipe piles, a new service crane and a water treatment deck platform. The lifts included a 60 tonne separator package, placed at a 20.1 m radius and a 71.2 tonne well deck set at a radius of 18.3 m.



The Liebherr LR 1300 installs a water treatment deck platform

With the crane being set on a barge, Cajun Maritime engineers had to ensure it maintained a zero degree list at all times, allowing the crane to lift to its full load chart with no reductions.

Since completing its work on Flatrock in July, the LR 1300 spent about two months working on a project in Galveston Bay, Houston, before returning to Flatrock in October to carry out further expansion activities. ■



Goldhofer - the power of resolving special transportation challenges. Heavy-duty modules perfectly matched to your individual transportation tasks way over 10.000 tons. Combinable in longitudinal and lateral direction to achieve one-and-a-half, two or three vehicle widths.



HEAVY-DUTY MODULAR TRAILERS



Goldhofer
Aktiengesellschaft
Donaustraße 95
D-87700 Memmingen

Phone +49 (0)8331-150
Fax +49 (0)8331-15239
e-mail: info@goldhofer.de

Goldhofer
www.goldhofer.de

Experience the Progress.

LTM mobile cranes from Liebherr.

- < Top capacities in all lifting classes
- < Long telescopic booms with variable working equipment
- < High mobility and short assembly times
- < Comprehensive comfort and safety features
- < Worldwide customer support by manufacturer



Liebherr-Werk Ehingen GmbH
P.O. Box 1361, D-89582 Ehingen
Tel.: +49 7391 502-0
Fax: +49 7391 502-3399
www.liebherr.com

LIEBHERR

The Group

Pick and carry cranes are the workhorses of the Indian construction industry, doing the jobs more usually associated with telehandlers in other countries. While the total number of other types of wheeled mobile cranes – truck cranes, all terrains, rough terrains and yard cranes – sold in a year is likely to be around 300 units, there will be more than 6,000 pick and carry cranes sold.

In general, crane sales in India have followed the global trend of peaking in 2007 before declining strongly in 2008 as a result of the global credit squeeze. Demand, however, already appears to be returning reasonably strongly.

The two leading manufacturers of pick and carry cranes in India are Action Construction Equipment (ACE) and Escorts Construction Equipment.

Escorts sales & marketing vice president Rajesh Sharma says that in the year ending 31 March 2008 – fiscal 2008 – some 6,800 units were made and sold in India. This declined to 5,200 units the following year.

Demand for cranes in India started to go down in July or August 2008, says ACE director Sorab Agarwal, when it fell about 10 to 12%. The decline accelerated after the collapse of Lehman Brothers in

A Kobelco CKE 800 crawler belonging to Larsen & Toubro on a power plant construction site in Mundra, Gujarat



Back in demand



Sanghvi Movers deploys a Kobelco CKE 2500-2 at the Reliance refinery in Jamnagar

Indian crane manufacturers are optimistic about recovery of demand for their products. PHIL BISHOP reports

September that year and the onset of the worldwide credit squeeze, until signs of easing appeared in spring 2009. “Eighty or ninety percent of cranes sold in India are financed by finance companies,” Agarwal says. “This dried up. The crane market was impacted 60%.”

Sharma says that for the year as a whole, “market volumes for mobile cranes dropped by 15 to 30% in 2008-09 over 2007-08. The major impact was felt during October to December 2008.”

Sales of new hydraulic crawler cranes up to 100 tonnes capacity have been dominated by Chinese brands, with 80 tonnes the most popular. Other overseas manufacturers, mainly Japanese, German and American, have competed over larger sizes, for which demand has been relatively strong in recent years with the rise of wind power and major infrastructure

projects. This easy segmentation, however, is set to become more blurred, with Chinese manufacturers now competing in the higher capacity classes and Indian crane rental company ABG beginning to manufacture India’s first locally-produced hydraulic crawler crane, an 80 tonner, to take on the Chinese imports. By October 2009, the first two units had been produced, with a further eight planned for completion by March.

An illustration of the declining demand also comes from Chinese crawler crane manufacturer Fuwa, whose export manager, Ryan Tan, says, “We had sold and delivered a total of 86 cranes to India in 2008. We are expecting to sell around 30 cranes in 2009. This sharp fall is due to the economic crisis and the election period in India.” Most of Fuwa’s sales in India are to ABG, which invested heavily in 2008.

Tower cranes

The tower crane sector also felt the pain of the credit squeeze. Ashwani Mattoo, Manitowoc Cranes national sales manager for tower cranes in India, says, "The global recession did take its toll on our business, as many real estate and infrastructure projects were put on hold. The slowdown, which started in October 2008 until the middle of 2009, was tough. But the last couple of months are showing a definite improvement in the market and we are already seeing sales pick up slowly but steadily. The government has allocated more funds for residential developments and local developers too are launching private residential projects to meet the rising needs for housing in the cities."

Rajesh Sharma says that demand for pick and carry cranes has been gradually improving in 2009. "It has been a slow but a steady recovery," he says.

ACE's Sorab Agarwal also believes that the market is now stabilising. "After the elections in May, things started looking much brighter and finance companies are more or less back on track and the sentiment of the people is improving. The market is now down just 25% compared to our best numbers – which was in the first half of 2008. I think latest by March 2010 we will be back on track. That's my gut feeling. The scenario is very buoyant. There is a lot of pent up demand. Maybe in the next six months it should totally normalise."

Agarwal says that between 2002 and the financial year ending 31 March 2008, ACE



ABOVE: On the test bed ABG's new crawler is subjected to load testing with 33% overload – 106 tonnes

RIGHT: ABG's new 80 tonne capacity hydraulic crawler crane being assembled



was growing at a compound annual growth rate (CAGR) of 68%. Half of that was due to market growth, he says, and half "to us being able to eat into the competition".

In fiscal 2002 (year ending 31 March 2002) ACE made approximately 200 pick and carry cranes and about 25 self erecting tower cranes. In fiscal 2008 it made 3,200 pick and carry cranes and close to 190 self erecting tower cranes, he says. The impact of the current downturn means that production for this financial year will be in the region of 2,700 pick and carry crane and 150 self-erectors.

ACE is still a young company, founded in 1995 by Vijay Agarwal. Sorab Agarwal, his son, joined in 1998. They remain ambitious for further growth. In 2006 it raised capital in the financial markets to fund expansion into manufacturing wheel loaders and backhoe loaders, which it has now started doing. Its crane product line has been expanded too. Two years ago it started producing its own-design 25 tonne capacity truck mounted cranes and is selling around 15 units a year. In this way, ACE is bucking the trend that has seen most Indian crane manufacturers close down their truck crane production in the face of overwhelming competition from China. Chinese manufacturers account for at least two thirds of the 100-plus truck cranes sold in India in 2008.

Also last year, ACE began manufacturing rough terrain cranes, a 20 tonne capacity and a 30 tonne model, with boom lengths of 22 m and 27 m, respectively, similar in performance and basic mechanisms to the other locally produced RTs, Agarwal says.

Crane kits

This financial year Agarwal forecasts that it will produce seven or eight units.

Growth has come from other directions as well. In 2007 ACE acquired a distressed company in Romania and, in mid-2009, began shipping CKD kits of its pick and carry cranes for local assembly, to sell in Romania and neighbouring countries. The

aim is to start out by selling 40 or 50 units a year and build from there. ACE forecasts a market of 300 to 500 units a year in the near future, Agarwal says.

ACE also has distribution deals with PM of Italy, mounting PM loader cranes on local trucks, and with Zoomlion of China for crawler cranes and top slewing tower cranes. "We have been selling Zoomlion tower cranes for five years and there are now more than 450 working in India," he says. The crawler crane franchise is more recent, starting in 2008. More than 50 have been delivered to date, although more than 40 of those were in the first year. "This year has been very slow," Agarwal says.

Most of the Zoomlion crawlers sold into India have been 70 tonners, although there have also been two 600 tonners (QUY600), a 260 tonner and three 160 tonners. "We had more orders for 260 tonners but they got cancelled," he says. One of the QUY600s was purchased by Essar Group in 2008, along with 25 Zoomlion 60 tonne capacity truck cranes.

While ACE represents Zoomlion for crawler and tower cranes, it has chosen to go its own way with rubber tyred cranes, preferring to develop its own manufacturing plans. For these, therefore, it is Escorts who since July has represented Zoomlion for wheeled mobiles.

Escorts has also been developing its own product line. "We have introduced a 23 tonne articulated pick and carry in our TRX series, the TRX2319," Sharma says. Also new from Escorts is a rescue crane designed for working in mountainous areas. By the start of 2010 it will also have launched two more pick and carry (P&C) models and two telescopic slewing cranes of 20 and 25 tonnes capacity.

"We have maintained our market leadership in P&C. The emphasis



As in most other markets, there is still work in India for large crawler cranes like Liebherr's 1,350 tonne capacity LR 11350



which was put on product and market development for higher capacity and much safer P&C cranes has paid good dividends," Sharma explains. "Over 60% of our P&C volumes came from newly designed higher end cranes and TRX series P&C. The lower end P&C (5-10 tonnes) segment is now crowded with number of manufacturers. It is, therefore, imperative for us to keep evolving our products in terms of technology and attributes. We have had a good success in achieving this."

RTs and ATs

Joydev Bose, vice president marketing at TIL, says that up until the credit squeeze sales of new RTs had increased rapidly in recent years. He says that TIL, which has an historic relationship with Coles/Grove, is the leading manufacturer of RTs in India, with RTs up to 75 tonnes capacity. "We manufacture Grove cranes under licence," Bose says. TIL also sells imported RTs up to 120 tonnes capacity, as the distributor for Grove.

In addition to newcomer ACE, the other main RT manufacturers are Escorts and Voltas. They both have cranes up to 40 tonnes capacity. The Voltas RT is based on an old licence deal with P&H (now part of Terex) to produce Omega models.

According to Rajesh Sharma sales of new RTs dipped from 120 units in fiscal 2008 to 110 in fiscal 2009. He says that



Terex's campus in Hosur, which will be home to the manufacture of tower crane sections

Escorts' RT sales rose 25% in the first half of fiscal 2010, so he is forecasting a total market of 140 units for 2009.

The leading importer of RTs is Telco Construction Equipment (Telcon), part of the giant Tata Group, which is the distributor for Tadano.

P. Ravishankar, Telcon senior general manager, sales and marketing, says, "Indian customers are highly price sensitive. Any new equipment imported in to India will attract additional import duty at 21% of the total equipment cost, making import purchase costly. The designs of the cranes manufactured by local manufacturers in India are meeting the basic requirements of the customers and are 40% cheaper than the imported cranes. This makes selling imported cranes challenging."

Sales of all terrain cranes, though very small in number, were unchecked by the credit crisis. According to Wolfgang Beringer, marketing manager at Liebherr-Werk Ehingen in Germany, six ATs were imported into India in calendar year 2007, excluding Chinese manufacturers, followed by nine in 2008 and a forecasted 10 in 2009. Liebherr claims a 50% share of these.

Ravishankar believes, "The market for all terrain cranes in India is at the initial stages of growth and is set to grow in the future."

Crawler cranes

"Crawler cranes are the big dollar market," says Steve Filipov, president of Terex's developing markets division. "There is a lot of wind power development." Demag sells about 10 crawlers a year to India in a good year, split between just three or four customers. "ABG is one of our biggest customers, with a big fleet of CC 2800s," Filipov says. ABG also owns a 1,250 tonne capacity Terex Demag CC 6800 and has a 3,200 tonne-capacity CC 8800-1 Twin on order.

Sanghvi Movers, the other big crawler crane rental fleet owner, is more of a Liebherr customer, says Filipov, although it has some CC 2800s.

With their high-capacity fleets and large crawler cranes ABG and Sanghvi have been protected against economic downturn by the more resilient power sector. Of the Sanghvi Movers fleet of 323 cranes, 186 are above 100 tonnes capacity, including 750 tonne capacity Liebherr LR 1750s.

In the first quarter of fiscal 2010, ended 30 June 2009, Sanghvi Movers saw its net sales rise 5% year-on-year to Rs 816.3 million (US\$ 17.6 million), on which it made net profit after tax of Rs 231.0 million (\$5.0 million), a 2% increase on the previous year. Some 43% of its revenue in the quarter came from



THE PEAK OF EXCELLENCE

bauma
2010

19 - 25 APRIL
MUNICH

++++BEST++++

A fair of superlatives:
With innovations,
premieres and all
key players.

bauma has half a million square meters of exhibition space. Not only is it the largest exhibition in the world. It is also a key international driving force behind innovations in the industry that gives visitors a comprehensive look at the market.

Use bauma's leading international position for your success.

Messe München GmbH
Tel. (+49 89) 9 49 - 1 13 48
Fax (+49 89) 9 49 - 1 13 49

www.bauma.de



the power sector. For the full year to 31 March 2009, Sanghvi Movers saw revenue rise 40% to Rs 3,575 million (\$77 million).

While investment in large crawlers has paid dividends for those with the necessary ambition, the high volume sales

New from Escorts is the TRX 2319 pick and carry crane, rated at 23 tonnes capacity

The 40 tonne-class RT 40 is Escorts' largest rough terrain crane

for crawler cranes are at the lower capacity end, however, which is mainly satisfied by Chinese manufacturers. Terex does not even market its smaller HC series of crawler cranes in India, such is the Chinese dominance.

As for the size of the crawler crane market, Mike Maruo, senior director marketing division of Kobelco Cranes of Japan, says: "Statistics for crawler cranes that include Chinese machines are not available, but judging from the enquiries, the market size of 2009 will be approximately 20-30% less than 2008, and we would see some positive improvement in 2010, hopefully around 10-15% up from this year."

While Chinese manufacturers like Fuwa dominate sales of crawler crane below 100 tonnes capacity, for larger machines the price differential between Chinese and other manufacturers is not so great.

Kobelco has been working through distributor Voltas for six years and, in October 2009, shipped its 100th crawler crane to India. Kobelco established a liaison office in New Delhi in October 2008 and this year expects to ship 30 units to the country.

Maruo is optimistic about future prospects. "Currently India is one of the relatively active areas for crane demand in the world, especially in the power generating sector. We see more potential demand here considering [the government plans for] 70,000 MW in the 11th five year



MODULAR SPREADER BEAMS

Modulift®
working between the hook and the load



- Spreader Beams for 2 - 5000 tonne loads and spans up to 100m
- Modular system for easy transportation, storage and re-use
- Rig planning support service and bespoke design available
- All products fully tested and certified

CALL NOW FOR A QUOTATION!

UK Sales: +44 (0)1202 621511

USA Sales: +1 800 920 7569

e-mail: sales@modulift.co.uk

www.modulift.com



Green Pin shackles in stock up to 85 tonnes!



WORLD CRANE AND TRANSPORT SUMMIT 2009

AMSTERDAM
22-23 OCTOBER, 2009

GOLD SPONSORS

LIEBHERR



WOLFFKRAN

SILVER SPONSORS



HITACHI SUMITOMO



SUPPORTERS



ORGANIZED BY
**INTERNATIONAL
cranes**
AND SPECIALIZED TRANSPORT
IN ASSOCIATION WITH
**AMERICAN
Cranes & Transport**
A KHL GROUP EVENT



KHL GROUP WOULD VERY MUCH LIKE TO EXTEND THEIR THANKS AND APPRECIATION TO ALL WHO ATTENDED THE EVENT. WE WOULD ALSO LIKE TO OFFER OUR PARTICULAR THANKS TO THE SPONSORS OF THE EVENT.

**WC&TS
OUTSTANDING
SUCCESS
THANK YOU**



22 COUNTRIES REPRESENTED

115 COMPANIES IN ATTENDANCE

289 DELEGATES



FULL DETAILS OF THE EVENT, INCLUDING THE CONFERENCE PROGRAMME, CAN BE SEEN AT:

www.khl.com/wcts

Contractor Panchsheel Buildtech uses a locally built Potain tower crane on the site of the Panchsheel Wellington building in Ghaziabad. The crane is a Potain MCI 85A, with a height under hook of 80 m, a 50 m jib and a 1.3 tonne tip load. Maximum capacity is 5 tonnes

plan, and another 80,000 MW in the 12th five year plan. Demand for steel will come up. The total economy is slowing down with higher interest rates, inflation and depreciation of the Indian Rupee, which are affecting growth of the infrastructural sector or industrial production, but those sustained sectors will be coming up sooner or later.”

He identifies one negative prospect, however, and that is the likelihood of surplus crawler cranes sitting idle elsewhere in the world being sold into India as young used machines.

While Kobelco does well in the 250 tonne class, Liebherr-Werk Ehingen claims a 70% market share in the classes that it competes in, namely 350 tonnes and above, where market demand was 20 units in 2008 and 10 in 2009.

Tower cranes

Like truck cranes and smaller crawlers, tower crane sales in India are also dominated by lower cost Chinese



manufacturers. Manitowoc, however, says that it is improving its market share. Manitowoc's Potain tower cranes have been manufactured in Pune since 1982, originally under licence by its distributor Shirke, which Manitowoc then acquired in 2007. It remains the only tower crane manufacturer in India.

The next stage in Terex's plan to improve its penetration in India is to set up local manufacturing. Terex has a human resources team in India working

on developing three product segments: tower cranes, crushing and screening (Powerscreen), and construction. A 30 hectare site was purchased in Hosur, 45 minutes from Bangalore, in 2007. "We are trying to create a campus approach," Filipov explains. "Powerscreen has gone in first. Tower crane sections will be made here. The plan is that eventually it will be Terex's base for exporting tower cranes to the Middle East and elsewhere."



K-320

**INDUSTRIAL RING ROAD
BANGKOK, THAILAND**

18.0 tons/19.0 m - 4.3 tons/63.4 m

FINAL HEIGHT UNDER HOOK 186 m

Tower Cranes 70 – 10,000 meter tons

Phone: +45 48 18 74 00

Fax: +45 48 18 88 07

E-mail: krollcranes@krollcranes.dk

Web site: www.krollcranes.dk

**Trust the world's strongest fiber
for a more cost-efficient
lifting operation.**

Dyneema® and Dyneema® - the world's strongest fiber™ are trademarks (or applications) owned by Royal DSM N.V.

a **DSM**Brand

Whatever lifting job lies ahead, you can boost productivity and operate more efficiently when you use slings made with Dyneema®, the world's strongest fiber™.

Weight-for-weight, Dyneema® fiber is 15 times stronger than steel. Compared to slings of similar strength made from steel wire, slings made with Dyneema® have a smaller diameter and a fraction of the weight. They are also much thinner and less than half the weight of equally strong polyester or nylon slings.

This makes them much easier and safer to handle, which not only boosts productivity but also reduces the costs related to injury and accidents.

Furthermore, the Dyneema® fiber is resistant to abrasion so the same slings can be used for many lifts with the most challenging loads. Slings made with Dyneema® are also soft to the touch and have low stretch for precision lifting.

Find out more about Dyneema® - and the company behind the world's strongest fiber - by visiting www.liftingwithconfidence.com



Dyneema®
Beyond strength

Out of sight, but always in control.

Scalable Mobile Control System



Control systems for mobile cranes and construction machinery perform behind the scenes and in parallel they are critical to safety. Our new Scalable Mobile Control System optimally combines safety and cost-effectiveness. It enables customized solutions for your equipment – with many decisive advantages:

- Highest modularity in hardware and software
- A single control system for your complete product range
- In accordance with EN ISO 13849 among others

Benefit from the unique experience and expertise of the PAT, Krüger and Hirschmann brands – with Belden, the world market leader in signal transmission solutions.

Scalable Mobile Control System
Versatile. Powerful. Safe.

www.hirschmann.com/smcs



HIRSCHMANN
A **BELDEN** BRAND

Safety talk

One of the most interesting and important debates at the World Crane and Transport Summit in October centred around an amendment to the European EN 13000 mobile crane standard regarding rated capacity limiters. EUAN YOUNG reports



European Machinery Directive is law. To fulfil that law a range of standards is referred to – one of them, for mobile cranes, is EN 13000, first published in 2004. Since then an amendment, relating to the rated capacity limiter, coming into effect in June 2010, has caused controversy among crane users on both sides of the Atlantic.

It is the chapter regarding the rated capacity limiter that has generated particularly strong opposition from the USA. The amendment calls for the elimination of the standard override key and for reduction of operating speed down to 15% when in an override situation. In hydraulically controlled cranes it is not possible to reduce the speed at each movement separately. So the pump output will be reduced to 25% when the crane is in an override situation.

As soon as the 2009 amendment is set into force, all cranes sold in European Union countries must incorporate these changes. Presenting the views of crane users in the USA is a task force set up by the Specialized Carriers and Rigging Association (SC&RA). It argues that this law would bring critical decision making out of the hands of the operator and stifle the international used crane market. These issues were brought to a head at the World Crane and Transport Summit in October, when members of the Specialized Carriers & Rigging Association (SC&RA), the

European Association of Heavy Haulage, Transport and Mobile Cranes (ESTA), Crane Industry Council of Australia (CICA) and the Federation Européenne de la Manutention (FEM), which represents the European manufacturers of mobile cranes, met to discuss the situation with a view to creating a potentially groundbreaking set of proposals.

History

To take a few steps back, the health and safety officials in Germany, France and Norway, who felt that the chapter regarding the rated capacity limiter was not fulfilling the requirements of the Machinery Directive, raised the Safeguard Clause. This chapter was given back to the European working group WGP 1 to find a compromise.

The result was the EN 13000prA1 2009 amendment to the harmonised standard EN 13000: 2004. The amendment is now part of a unique acceptance procedure (UAP) closing on 18 November 2009. It may be delayed three months longer than originally planned, due to misleading translations of the amendment that led to misinterpretations in some EU countries.

During the World Crane and Transport Summit, Hans-Dieter Willim, FEM member and general manager of the design department at mobile crane manufacturer Liebherr-Werk Ehingen in Germany, outlined the plans for the rated

Hans-Dieter Willim, FEM member and general manager of the design department at Liebherr-Werk Ehingen in Germany

capacity limiter's (RCL) bridging device as per the amendment:

The crane may be equipped with a set up button in the operator's cab. This button may be required for rigging and de-rigging or getting out of deadlock situations when the crane is working. A bypass device outside the operator's cab may be also required for emergency operation, as is a data logger to record all relevant information for incident analysis.

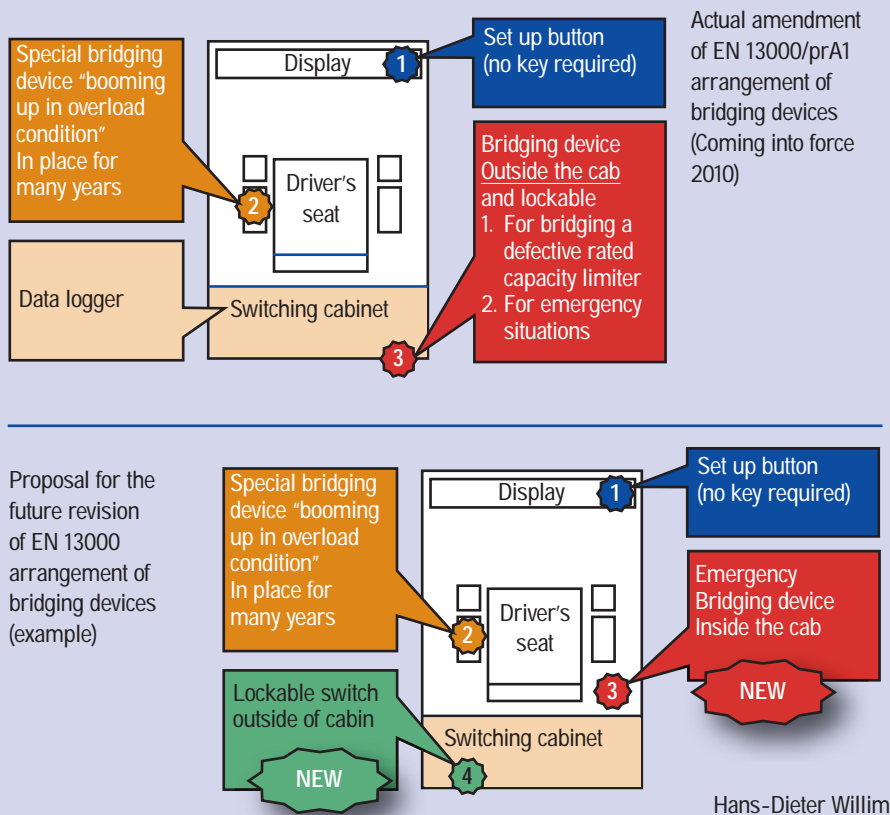
After the amendment of EN 13000 is set into force in 2010, all cranes put into the European market must fulfil the new requirements. Hans-Dieter Willim explains, "This is valid not only for new cranes but also for used cranes. For example, a used crane, originally brought into the American market then brought back into the European Union after three or four years has to fulfil the newest standards."

Concerns

Speaking at the World Crane and Transport Summit, Robert Weiss, chairman of the SC&RA EN 13000 Task Force and vice president of Cranes Inc, said the US crane industry, including users and manufacturers, wholeheartedly opposed the EN 13000 amendment.

"To understand the reasons why,

AMENDMENT & PROPOSED REVISION AT A GLANCE



PICK and CARRY

1949 2009 60[°] ormig



you must first understand our views concerning RCLs and similar technologies. In the US, devices such as RCLs, boom angle indicators and anti-two blocks are considered operational aids, which are there simply to facilitate operation of a crane – not control it. In fact, they are not even considered to be safety devices by regulatory and standard-writing authorities.”

According to Weiss, the American National Standards Institute (ANSI) states that the use of operational aids shall not replace the requirement of an operator to know the load and capacity chart, and even goes on to note that verified weights and measured radii shall take precedence over indicator readings.

Safety

The Occupational Safety & Health Administration (OSHA) in the USA further divides operational aids into two categories, with Category I operational aids being more important than Category II. Not only does OSHA consider an RCL to be a Category II device, it does not even require that a crane be equipped with one. All OSHA mandates is a scale to help the operator know the weight.

“Furthermore, it is SC&RA’s position that a reduction in speed to 15% when

in override actually creates a hazardous condition by hindering an operator’s ability to get out of an emergency situation in the quickest way possible,” says Weiss.

“That being said,” adds Weiss, “SC&RA agrees with its European colleagues that something must be done to make it more difficult to abuse the override key. While SC&RA does not agree with the approach taken in the EN 13000 amendment, they are committed to working with the worldwide crane organisations to develop an acceptable solution whereby the key can only be used on a limited basis and for its intended purpose – emergency operation.”



Robert Weiss, chairman of the SC&RA EN 13000 Task Force and vice president of Cranes Inc

ORMIG S.p.A. PIAZZALE ORMIG
P.O. BOX 63 - 15076 OVADA (AL) ITALY
TEL. (+39) 0143.80051 r.a.
FAX (+39) 0143.86568
E-mail: mktg@ormigspa.com
www.ormig.com
www.pickandcarry.com



Bridging

Another important aspect of the EN 13000 section is the lockable bridging device, No. 3 (see diagram), outside the operator's cab. The device is for bridging a defective RCL or for getting out of emergency situations.

For example, explains Willim, if an angle indicator is defective, then you must be able to bring the crane back to a safe position. Or, in an emergency situation, where a load has been miscalculated and transferred to the crane (e.g. a girder which is attached to the crane hook is flamecut from the bearing structure), there must be the opportunity to bring the load safely to the ground. However, as soon as you bridge the RCL, for load moment increasing movements, the crane speed is again reduced to 15%.

The location of this bridging device on the crane was discussed during a meeting with some of the European Health & Safety officials in Manchester, UK, on 16 October.

"The positioning of the override key was discussed, as well, and a position outside of the cabin with a key in a locked cabinet or a keyswitch was seen as appropriate. Most European manufacturers will locate it at the rear of the crane operator's cab on the outside," Willim explains.

Proposal

The most recent meeting, at the World Crane and Transport Summit on 21 October, continued efforts to develop and propose a potentially workable solution to the issues raised by the new requirements of the amendment. Willim described the set of proposals:

Firstly, there should be an additional, third function of the set up button No. 1 (see diagram) in the cab. For example, if a safety-related sensor fails, this is automatically detected by the crane control system, allowing the bridging to continue at full speed. "For example, if an angle indicator has gone and you know the exact radius and the load, then, in America you can continue work as long as you know the loading status of the crane exactly. In Europe the rated capacity limiter is mandatory, therefore, it will be only be allowed to bring the crane back into the transport position."

Secondly, the bridging device must be in the operator's cab in direct reach of the operator to mitigate a sudden emergency situation without any restrictions. All movements must be possible at full speed, but only for one operation. After that the operator must reset the switch before lifting another load.



Robert Weiss, left, and Hans-Dieter Willim

"There was a very long discussion about how to safely reset the switch. There were a lot of solutions, but in the end we came to the solution that there must be a lockable switch outside the cab to reset."

The operator is not allowed to continue work when switch number 3 is not in the reset position. The key, number 4, must be in the possession of a site manager or appointed person. As well as the appointed person supplying a report of the emergency procedure, the data logger also records all information if switch number 3 or 1 is used.

These proposals will now be discussed with the European health and safety officials who initiated the amendment. If they agree to the proposals, they can be part of the next revision of EN 13000. ■

An advertisement for Diepa Special Wire Ropes. The background is a photograph of a large industrial crane with a spool of wire rope. Overlaid on the image is a technical diagram of a wire rope cross-section, showing multiple strands. The text "Special Wire Ropes" is written in a bold, sans-serif font. The Diepa logo, which consists of the word "Diepa" in a stylized red font inside an oval, is positioned in the upper right. Below the logo, the text "now up to 120 mm and up to 100 to" is written in a large, bold, sans-serif font. At the bottom, the website "www.info@Diepa.de" is displayed, with "Diepa" in a large, stylized red font. Below the website, the company name "DIEPA · Drahtseilwerk Dietz · GmbH & Co. KG · Neustadt bei Coburg · Germany" and the contact information "Phone +49 (0) 9568 924-0 · Fax +49 (0) 9568 924-101" are listed in a smaller font.



A worldwide partner

Sockets
Blocks
Swivels
Rigging screws
Hooks
Sheaves
Shackles
Mooring components
Fairleads

De Haan Special Equipment BV
P.O. Box 4
9500 AA Stadskanaal

Transistorweg 3
9503 GT Stadskanaal
The Netherlands

Phone +31 (0)599 613 300
Fax +31 (0)599 621 168
dehaan@dehaan-se.com



www.dehaan-se.com

**Combined Electro-Hydraulic Swivel Joints ?
Yes, we can**



Demac Srl • Via R.Murri,14 • 20013 Magenta (MI) • Italy
Tel. +39.02.97.84.488 • www.demac.it • info@demac.it

**Out of sight,
but always in control.**

Scalable Mobile Control System



Control systems for mobile cranes and construction machinery perform behind the scenes and in parallel they are critical to safety. Our new Scalable Mobile Control System optimally combines safety and cost-effectiveness. It enables customized solutions for your equipment – with many decisive advantages:

- Highest modularity in hardware and software
- A single control system for your complete product range
- In accordance with EN ISO 13849 among others

Benefit from the unique experience and expertise of the PAT, Krüger and Hirschmann brands – with Belden, the world market leader in signal transmission solutions.

**Scalable Mobile Control System
Versatile. Powerful. Safe.**

www.hirschmann.com/smcs



HIRSCHMANN

A BELDEN BRAND



Ormig celebrated its 60th anniversary year with the launch of its 5.5 tonne capacity 5.5 tmE eclectic industrial crane. It followed industry requests for a crane to access restricted areas and is aimed mainly at the Italian market. The boom has two extensions, offering a maximum reach of 9 m. The electric motor gives 10 kW of power with a maximum torque of 140 Nm. The first machine has gone to Italian company Santoro.



MBS is the name of a new Italian loader crane manufacturer. The one-year old company has one model on the market. The 3.4 tonne-metre M 4.00/ 3S has a four extension boom that can reach 10.5 m and lift 350 kg at the tip. Two further products are coming into production. They are the 5.15 tonne-metre M 7.00/ S5 and the 7.35 tonne-metre M 9.00/ S5. They will be launched in January and February, respectively. MBS also produces a range of four outriggers ranging up to 35 tonne-metre capacity for trucks up to 3.5 tonnes in weight. The company plans to develop higher capacity cranes next year.



Kegiom Lifting has launched the 1.2 tonne capacity Model 200 Panda electric mini loader crane. The compact crane is 850 mm wide with outriggers retracted and has a 25 degree rotation in this position. That increases to 120 degree rotation with outriggers extended. Maximum working height and radius are 6.5 m and 5.2 m, respectively. The crane is designed for the Italian market and has many applications, including in construction. A remote control is optional.



SAIE 2009 delivered its usual range of interesting products this year and even presented a new loader crane company. EUAN YOUNDALE was there

From Eurogru Amici comes the custom-built 100 tonne capacity Euromatic 3 truck crane. It was initially designed as a light crane with a long boom for major Italian rental company Vernazza Autogru. The boom is produced with Weldox 1100 steel, while the rest of the superstructure is made with Weldox 900. Claudio Vernazza says the lighter design makes highway use easier and quicker, although, the higher tensile steel raises the price of the machine by 15% over standard models.

The model also boasts a "special Euromatic" boom, says the manufacturer, with a cylindrical boom and pin locking system. The crane on display was the second of a three unit order from Vernazza. Eurogru Amici will launch a 150 tonne telescopic truck crane in 2010.



FROM LEFT: Marino Amici; Claudio Vernazza; Alessandro Amici



Heads



Valla has also introduced a compact all electric crane. The Valla 25 E has a 2.5 tonne lifting capacity, filling the company's lower range. The prototype is an update of the existing 2 tonne model and is likely to take over from that machine, says the company. The 25 E has a new multi-purpose winch hoist that can carry 60 m of cable. This makes the crane suitable for lifting items from the ground while working on high level floors in buildings under construction. It also includes a 'double speed motor' that can lift at speeds up to 14 m/minute. The 400 kg counterweight can be dismantled, bringing the machine to under 2 tonnes.

New from MGI is the 30 tonne MG 30 TK truck mounted crane. The model claims a high capacity with compact dimensions. Width is 2.5 m, while the length is just over 8 m. It is designed to fit onto any truck.

The main advantage is its ability to negotiate historical town centres, with narrow streets. Features include flexible adjustment of outriggers and a moveable fly jib, which are also conducive to working in small spaces. According to the company, in the past only self erecting tower cranes were able to reach the areas that the MG 30 TK can now tackle.

above water

F.lli Ferrari has three new cranes in the middle range: the 561, 571 and 581. Capacities are 6, 7 and 8 tonne-metres, respectively. All of them offer one-hand remote control.

New to this 500 series is a jib option, previously only available in the 700 and 900 series'. This is in response to market requests for jibs in the middle range, partly because customers in an economic downturn want more flexible machines.

Also new on the stand was the second model in the 900 series, the 70 tonne-metre 980 with 10 jib extensions. The main difference between that and the range-topping 990 is its top seat control rather than a remote option.

Effer showed its 655 loader crane for the first time. The 60 tonne-metre crane is based on the 55 tonne-metre class and features the DMUplus electronic control system for the first time in this class. It monitors all crane functions, working angle and speed – allowing more capacity. It boasts Weldox 1300 steel, giving it 30% more capacity on the fly jib than the previous generation. Effer claims the crane has the best power to weight ratio in its class.



The new 80 tonne-metre 80000 E A.S.C. Plus loader crane from Cormach continues the company's middle range. It has the same fly jib as the 125 tonne-metre model and has up to 11 extensions on the foldable boom and six extensions on the jib. The company will present new cranes at Bauma 2010, including special version models in the top capacity range, it said.



Building on the success of the wheeled Galizia G20 Electric, launched at SAIE 2008, the company has introduced a crawler version, the GK20 Electric, this year. The tracks retract from 1,220 mm maximum width to 820 mm. Apart from spreading the load and reducing ground pressure on soft terrain, it is also designed to fit through doorways. It includes two motors. The AC brushless unit allows the crane to drive through water. The electronic drive changes the track speed to provide a smoother turn. Power is 4.2 kW from each motor, compared to the 2 kW engines on the wheeled version. The first five units will go to dealer GGR in the UK. The company has also updated its 20 tonne capacity GF200 crane with a camera in the back and a removable counterweight that can be attached using a forklift.

Pesci showed its 75 tonne-metre SPE 900 loader. The company said it is the biggest crane at short boom configuration on the market. It is designed for heavy duty jobs like moving machinery. Four, six and seven boom extension versions are available.



Terex presented the prototype of the 90 tonne capacity RT 100 rough terrain. It is the first rough terrain in its capacity rating to be launched onto the European market. It will also be certified for sale in the USA.

Boom length is 53 m with six extensions, the longest in its class, says the company. The model has two telescopic modes to maximise lifting capacity at maximum and minimum radius.

It is manufactured at the company's Crespellano facility in Italy. A date for full production has not yet been set, although it will possibly be about May 2010. An additional feature comes with the LMI that has colour screen and a new graphics interface, offering more wide-ranging control and set up capabilities.



SAIE HIGHLIGHTS

■ TCM launched its 70 tonne capacity C 700 SP truck crane at SAIE. The four section boom has a maximum 32.6 m tip height, rising to 43.52 m with three section jib. A version of the C 700 SP is being used at the top of the King Abdullah Project in Saudi Arabia. Four crane uppers have been fixed on a concrete floor to carry out general construction work on the roof. Following that, their use switches to lifting cleaning and maintenance-related items from the ground, using 600 m long wire ropes. For this work, the boom has been adapted to allow the jib to move up and down rather than it being a standard swingaway.

■ Locatelli presented the final prototype of its 50 tonne capacity GRIL 8500 TL rough terrain, launched at Intermat in April. It has a five section telescopic boom. The difference with this prototype is a covered hydraulic system. There have been three orders in Italy and Northern Europe since the launch.

■ Terex Atlas is giving its 6 to 29 tonne-metre loader crane range a facelift. Rather than four steel plates being used to form the column, two plates are used, giving a more aesthetically pleasing result. The update started with the 38 tonne-metre TTK380.3. This proved a success, so the company is working itself through the range below, starting with the 16.3, which was on display for the first time. The other five models in the updated .3 range up to 29 tonne-metres will be presented at Bauma 2010 in Germany.

Palfinger showed five new cranes in its 20 and 30 tonne-metre class, as well as three new compacts, meaning the full range up to 50 tonne-metres has been updated to the High Performance brand. Another interesting model was the 17 tonne-metre Q 170 Triple Z foldable crane that can fold with an attachment mounted. This has been updated for the Italian market with an extendable boom. There is one extension in the main boom and two in the outer boom. The 12 tonne-metre M 120 L was also shown in the iron for the first time.



Faymonville showed the Megamax, its 2-axle 40 tonne payload modular trailer. At 6.5 m long, the trailer meets EU road requirements but, with fewer axles than previous models, there is more loading space. It is the first time the company has attended SAIE. Previously, the specialized transport equipment manufacturer showed at the Transportec exhibition in Milan.

BELOW: This was the first time transport manufacturer De Angelis Rimorchi had incorporated a disc brake system in its specialized trailers. The brake system was tested in its semi-trailers this year, and has proved to be a great success, says the company. The system means the trailer can be coupled with a tractor designed for standard or specialized transport.



■ SAIE 2010 runs from 21-24 October. For details go to: www.saie.bolognafiere.it

The Possibilities are Endless....



For more than 20 years, our slings have been the premier rigging solutions for heavy lifts.

With overload tell-tails, fiber optics, and Check-Fast® inspection systems, we offer our rigging customers the most advanced means of inspecting their Twin-Path® slings at the job site. Our durable K-Spec® fiber is available in all our synthetic products. And we offer engineered protection for our synthetic slings with CornerMax® Pads and sleeves.

In addition to our synthetic products, we have three multi-part wire rope sling designs that achieve over 90% efficiency making them truly high performance wire rope slings. They are flexible and can be made to precise lengths.

All of this is backed up by the most extensive sling testing in our industry, a worldwide network of 40 sling fabrication locations, and a commitment to provide the highest quality rigging solutions for our customers.

Contact us for more information or to find your local Slingmax® Rigging Solutions dealer in 60 locations worldwide.

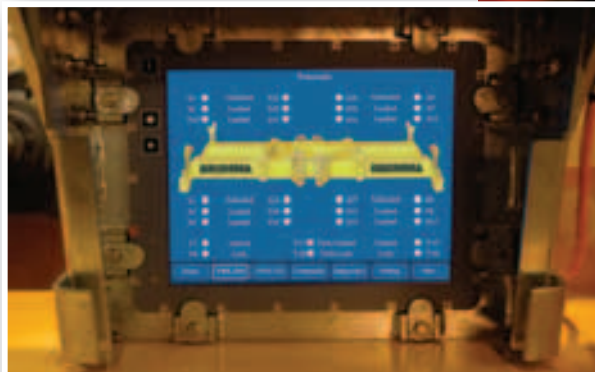


P.O. Box 2423 • Aston, PA 19014-2423 USA
800-874-3539 • 610-485-8500 • Fax 610-494-5835

www.slingmax.com

Spreader systems are moving with trends in the marine and port sectors, as well as demands for efficient and environmentally friendly products.

EUAN YOUNDALE reports



SCS³ is a spreader control system designed for fast and specific fault diagnosis. These functional advantages lead to spreader fleet reliability that can be measured by specific metrics, such as higher MMBF and MTBF, says Bromma



Spreading horizons

Offshore applications are becoming increasingly attractive to manufacturers in the crane industry.

"Offshore has had its recession. The drop in the oil price caused a massive knock-on effect all the way around, but everything seems to be going up at the moment. New projects are being announced and we are very optimistic about that particular market," says Nick Latham, Modulift Group chairman.

As demand increases for lifting equipment with Det Norske Veritas (DNV) approval for offshore applications, Modulift has completed its second bespoke spreader system with full certification.

Both spreader systems are for the Pluto LNG project in Western Australia. The AU\$ 12 billion (US\$ 10 billion) venture will become the fastest developed LNG

project from discovery of the gas field in 2005 to first gas in late 2010, according to Modulift.

"We had actually kept our distance from the offshore industry. We knew about DNV for a long time, then this [particular project] came up and it was appropriate to move forward with it," explains Latham. "It is a large market – statistics on spreaders is not easy to come across, so we are getting it from market feedback and responding to that requirement."

Middle-way

In addition to the DNV products, Modulift has identified a requirement for the same level of specification as DNV, without the expensive and extensive certification. The company has called this specification Modulift 271.

It is aimed primarily at the Norwegian container handling market which requested a 271 level spreader. "We adopted the 271 name and created Modulift 271. So we have a cost-effective solution to meet the needs for the high quality spreaders suitable for the demanding applications of the marine lifting environment. Within a week of announcing it to Norway we were getting orders back, so it is something that they were waiting for."

The Modulift 271 range is supplied with a certificate of conformity to 271 and is designated for temperatures down to -20 degrees celsius.

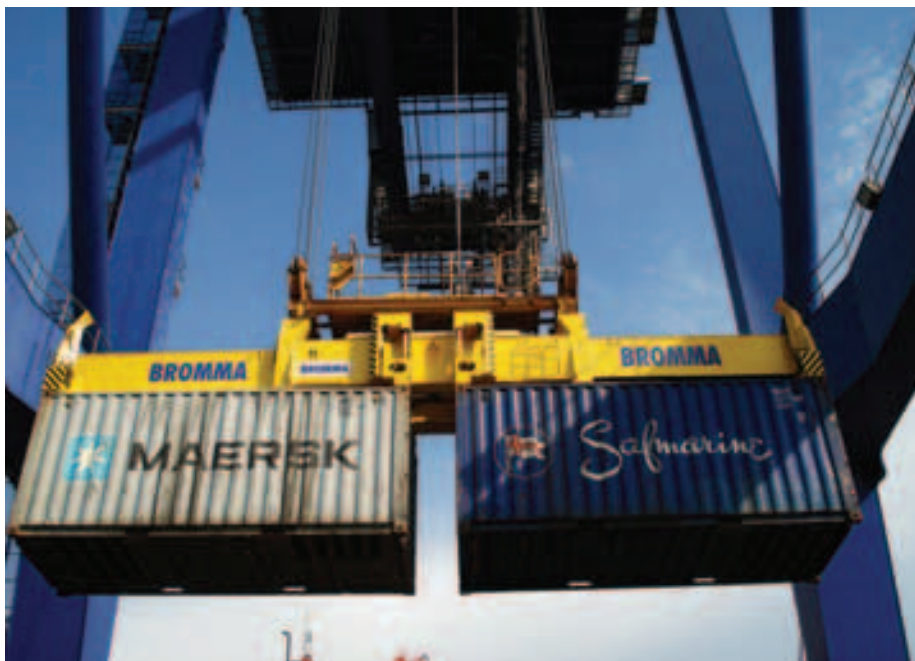
"The DNV certificate involves far more background work. There is the DNV design review, in which the design goes off to DNV for review and approval. Then DNV surveyors involved throughout the fabrication process need to witness the proof load testing," says Latham.

High grade

Increasingly heavy loads, both onshore and offshore, are providing some interesting challenges for spreader systems.

"We are currently looking at lifting projects towards the end of 2011. And, as I understand it, the cranes required to do those lifts do not exist yet. We are working

The Bromma STS45E all-electric ship-to-shore crane spreader, part of the Greenline range. Advantages include reduced unscheduled service time by elimination of "nuisance" downtime occurring from spreader hydraulic problems, including bad hose connections





very closely with a number of the major crane companies, marine and land-based, on these very heavy projects," says Latham.

An example of the requirements, Latham says, is a 2,000 tonne lift at 50 m radius and a 5,000 tonne offshore lift. "The owners of these cranes have done their market research and know these projects are there. We are seeing requirements for below the hook gear as these projects move forward."

One such project is Royal Dutch Shell's plans to build the world's biggest ship – a 480 m vessel that will house a liquefied natural gas plant and float over offshore gas fields. Weighing, 600,000 tonnes, it will include 50,000 tonnes of equipment on deck that will require large capacity spreaders as part of the installation process.

Another interesting design detail for spreader production comes with the trend not to use a hook for heavy lifts. For example, says Latham, the 3,200 tonne capacity Terex Demag CC 8800-1 Twin crawler crane does not use a hook at maximum capacity. Instead, the spreader is connected directly to the swivel on the hook sheath assembly.

In control

On the electronics side, monitoring and diagnostics are being incorporated into spreader systems, as can be seen in the other parts of the lifting industry. Bromma's SCS³ container spreader communications and control technology is unique in the sector says Lars Meurling, Bromma vice president, products and solutions.

"The thing you do not want is a spreader to break down when you are loading or unloading a ship. We came

from a situation where we were essentially focusing on corrective maintenance and moved that into preventative maintenance. But we think we can take that one step further. With the technology that is available in our SCS³, we can actually start to predict what things will break down, before scheduled maintenance." Meurling adds, "I think what we introduced with the SES3 system was to increase diagnostics and prognostics functionality but we also introduced another level of user friendliness."

Green focus

The SCS³ control system is one of Bromma's two key focus areas. The other is the electric product line, called Greenline.

Features of the fully-electric range, popular in the yard sector, include reduced power consumption and the fact that there is no need to handle hydraulic oil, eliminating potential oil spill risks. "The port industry and terminal operators are looking for environmentally friendly

products," adds Meurling.

The main interest for such products comes from northern Europe and North America, although there are steady orders from other parts of the world, including Asia and the Middle East. "If you look at northern Europe, there is a requirement, more or less, and pressure from society to find solutions that are environmentally friendly."

Will fully electric spreaders eventually be dominant across all Bromma's product lines? Meurling shares his thoughts: "Eight or nine years ago we introduced the fully electric yard spreader. At that time the hydraulic spreaders were dominant – today it is quite the opposite. We are seeing the majority of RTGs and RMGs being full electric."

Meurling continues, "We are expanding the electrical side. We have completed the product line so that we have all standard spreaders available as fully electric spreaders. The only part that is not available is the tandem products." ■



Modulift assisted with rigging in Antwerp and Abu Dhabi, in terms of design, supply, training and assembly supervision for Natco freight forwarders, operating for ABB. Cargo is six 380 tonne transformers being transported to Abu Dhabi for a new development on one of the islands



BRIDON

Delivering lasting solutions

BRIDON - the world's leading specialist in the manufacture of wire rope solutions, delivering reassurance through four generations of experience.

Our superiority relies on continuous innovation, quality assurance and technical expertise throughout the organisation and along the supply chain.

United Kingdom: Tel: +44(0)1302 565100 sales@bridon.com

USA: Tel: +1 800 521 5555 marketing@bridonamerican.com

Germany: Tel: +49(0) 209 8001 0 info@bridon.de

www.bridon.com



COMMENT

Optimistic snapshot

Joel M Dandrea

An analysis by
SC&RA executive vice
president JOEL DANDREA
of key issues concerning
the association, including a
global economic snapshot
of the industry and an
explanation of his reasons
for long-term optimism



Since 1948 SC&RA has represented companies that lift, haul and erect over-dimensional and-or overweight objects. They eagerly take on challenges nobody else can handle. The same attitude carries over to their trade association. SC&RA tackles the industry's biggest challenges, interacting with legislators, regulators, labour unions and other organizations on vital issues. SC&RA is particularly concerned with 10 key issues at the moment.

The first issue is the Stimulus Spending Highway Bill. Around the world governments have attempted to jumpstart the economy with stimulus spending. A major component of the US\$ 748 billion stimulus package passed by the U.S. Congress in February is the \$150 billion investment in infrastructure, the largest increase in funding since the creation of the national highway system in the 1950s.

These infrastructure projects require the specialized equipment and employees of SC&RA member companies.

Funding was always meant to supplement the federal highway bill, now tied up in Congress. The current authorisation provided \$286 billion for the nation's road, rail and transit, and its next incarnation is expected to top \$400 billion. Unable to come up with a new agreement, Congress approved a three-month extension on 25 September. SC&RA amplifies its voice on this crucial

issue by working with other influential organizations, particularly the American Trucking Associations and the U.S. Chamber of Commerce.

Another key issue is the Crane & Derrick Safety Standard, which has not been revised since 1971 and no longer affords the protection that workers in our industry need – and deserve. SC&RA's official representatives served on a panel of 23 experts appointed by the Labor Department in July 2003 to develop a recommended proposal for the standard. Five years after that panel reached consensus, the rule remains in limbo. SC&RA submitted numerous letters stressing the urgency of updated safety rules to Congress and the Labor Department and testified before the White House Office of Management and Budget. In March, SC&RA staff provided testimony during a public hearing regarding this issue.

Related to the above issue is the New York Jurisdictional Tower Crane Regulations. SC&RA continues to monitor regulations affecting the tower crane industry. After a couple of serious crane incidents in New York City, SC&RA held a major press conference in Washington, D.C. in June 2008 to dispel falsehoods being spread about the industry. On 13 October SC&RA had a productive meeting with officials from the New York City Buildings Department.

The SC&RA Tower Crane Committee's

WHO'S WHO

SPECIALIZED CARRIERS & RIGGING ASSOCIATION

EXECUTIVE VICE PRESIDENT

Joel M Dandrea
2750 Prosperity Avenue, Suite 620,
Fairfax, Virginia, 22031-4312, USA
Tel: +1 (703) 698 0291
Fax: +1 (703) 698 0297
www.scranet.org

CHAIRMAN

Randall Goddard
Atlas Industrial Contractors, Ltd.
Columbus, OH, USA

PRESIDENT

Paul LeFebvre
LeFebvre & Sons Inc.
Elk River, MN

VICE PRESIDENT

William Stramer
Link-Belt Construction
Equipment Co., Lexington, KY

TREASURER

Bill Keen
Keen Transport
New Kingston, PA

ASSISTANT TREASURER

David Lowry
Bennett International Group
McDonough, GA

ALLIED INDUSTRIES GROUP CHAIRMAN

David Wood
Wheco Corporation
Richland, WA

CRANE & RIGGING GROUP CHAIRMAN

Ron Schad
Essex Crane Rental Corp.
Buffalo Grove, IL

LADIES GROUP CHAIRWOMAN

Linda Curran
J.J. Curran Crane Co.
Grosse Ile, MI

TRANSPORTATION GROUP CHAIRMAN

Ron Montgomery
Intermountain Rigging and Heavy Haul
Salt Lake City, UT

SC&R FOUNDATION OFFICERS

PRESIDENT
Toni Sabia, Transport System and
Products, Inc.

VICE PRESIDENT

Earl Johnson, Southern Crane
TREASURER
George Young, George Young Group

Proposed Tower Crane Safety Bill Language targets regional Occupational Safety and Health Administration offices and provides language for inclusion in new legislation and regulations such as those recently implemented in Florida, Maryland, North Carolina and Pennsylvania.

EN 13000 standard

A particularly topical issue surrounds an amendment to European standard EN 13000 regarding the rated capacity limiter on mobile cranes. Since first meeting members of FEM, during the ConExpo show in Las Vegas in March 2008, SC&RA has maintained the viewpoint that the implementation of the amendment presents potentially serious safety hazards. An SC&RA delegation met representatives from FEM, the Crane Industry Council of Australia, and ESTA in Ehingen, Germany last November to discuss SC&RA's concerns regarding the impact of EN 13000 on safety and productivity in the worldwide industry. The dialogue continued at the World Crane and Transport Summit (See WC&TS review and Legislation and standards elsewhere in this issue).

Also connected to the issue above is one regarding data loggers. SC&RA monitors developments concerning data logging devices known as black boxes, which record crane actions. In theory, they can be accessed for accident investigation, maintenance or troubleshooting breakdowns. However, the litigious nature of American society could ultimately lead them to be used for the wrongful punishment, perhaps even conviction, of innocent crane executives.

The next issue is uniformity for oversize and overweight vehicles. A system of

This flyover from East Interstate-64 to Interstate-295 in Virginia (US) is made possible by economic stimulus spending

fragmented, disjointed and restrictive regulations for oversize/overweight hauling hurts the USA by causing lost productivity, higher prices and diminished opportunities.

For more than 20 years SC&RA has conducted the annual Specialized Transportation Symposium to bring together industry representatives with transportation officials to work toward oversize and overweight permit uniformity. SC&RA further advances that agenda by participating in key meetings with transportation and permitting officials in states with specific problems. Several studies issued by the association over the years have clearly documented the extent of the problem and helped advance solutions and more progressive state and federal actions.

Driver hours-of-service is another issue. Since 2000, SC&RA has been involved with efforts to reasonably modify the longstanding Hours-of-Service Rules for commercial motor vehicle drivers in the USA. The Federal Motor Carrier Safety Administration (FMCSA) revised rule, released in April 2003, was far different from its proposal of 2000 and very similar to the position of SC&RA and its allies. That rule included an 11-hour driving limit and a 34-hour restart. There have been three rounds of litigation since then. SC&RA will continue to support its members' best interests.

Related to the above is the issue of electronic on-board recorders. In January 2007, FMCSA issued a proposed Electronic



On-Board Recorder rule that included incentives for carriers to voluntarily adopt the recorders, a mandate for carriers with Hours-of-Service compliance problems, and performance specifications for how the devices must perform. A final rule has yet to be approved, and this issue remains on SC&RA's radar because members could be victimised by abuses of the technology during incident investigations.

On the issue of load securement SC&RA has led efforts to minimise injuries and property damage resulting from substandard loading practices and securing devices. The association's 30-minute *Cargo Securement and Protection* training video and published guidelines include easily understandable demonstrations of methods required to comply with federal regulations.

Green Initiatives is an issue where SC&RA is an affiliate of the U.S. Environmental Protection Agency's SmartWay Transport Partnership, a public-private initiative. SmartWay projects savings of as much as 6.6 billion gallons of diesel fuel a year. This is the equivalent of taking 12 million cars off the road, while saving partners nearly \$10 billion in operating costs.

Global industry snapshot

As an international association with members in 43 nations, SC&RA must stay abreast of worldwide economic trends affecting the industry. A significant trend is the growing interconnectedness of the world's economy, exemplified by the transition of the Group of Eight major industrial nations to the Group of 20. Joining the original G-8 of the USA, Japan, Britain, Germany, France, Italy, Canada and Russia in the G-20 are major emerging economies, including China, Brazil and India. China's rapid growth stems largely from government spending

LONG-TERM OPTIMISM

Ben Bernanke, U.S. Federal Reserve Board Chair, announced on 15 September that the worst recession since the Great Depression has probably come to an end. He expressed confidence that Congress will help guard against another financial meltdown of this magnitude with legislation to rewrite the US financial playbook. During the recent G20 Summit, world leaders echoed the sentiment that the collapse was too big a calamity for governments to ignore.

The Kiplinger Letter forecasts worldwide gross domestic product growth of 2.5% in 2010, following a 2.0% drop in 2009. The newsletter said that the US led the world into a recession and it will have to lead the way out as well.

An estimated \$2.7 trillion has been committed for infrastructure projects worldwide. In addition to major projects funded solely by governments, nations increasingly turn to public-private partnerships to fund major infrastructure projects. The World Bank tracks more than 4,100 such projects in low- and middle-income nations alone.

Nearly 55% of CEOs surveyed by the Conference Board in the second quarter expected conditions to improve in the next six months, up from only 17% in the first quarter. No real progress can be expected in private industry without the confidence of chief executive officers.





on infrastructure. In Brazil and India, tax reforms will boost spending, strengthen revenue collection and reduce the cost of doing business.

In September KHL's *International Cranes* Share Index showed a 9.64% increase for the previous month. That was the sixth straight month of improvements. All but one stock showed gains. For the year the index has improved 15% but there is still a long way to go.

Cranes continue to grow and become more sophisticated to tackle increasingly ambitious jobs. Participants at the SC&RA Crane & Rigging Workshop last month toured the Manitowoc Crane facilities in Wisconsin, USA, where they were treated to a sneak peak of a 2,535 US ton (2,300 tonne) capacity heavy lift crawler crane. The Manitowoc tour also showed how the economic downturn has led companies to pursue increasingly efficient production practices.

US industry has shown gradual signs of recovery and US consumer sentiment rose in early September, with growing expectations the economy will improve.



SC&RA NEWS & COMMENT

The Freight Transportation Index rose in July for the first time since February and commercial trailers are up 16% for the year. Businesses have replenished inventories after slashing them for months because of falling demand. Stock markets worldwide are on the uptick.

Negative news includes a 31-month decline in US construction employment. The decline in construction jobs since the peak in January 2007 is well over 1.5 million. Evidence points to worldwide employment downturns. In the future, the challenge may be finding employees to replace the many who left the industry during the global economic downturn.

Long-term growth

Regardless of the prevailing economic and political climate, SC&RA will continue to work hard on behalf of its members.

SC&RA insists on holding world-class meetings. Registration at our major meetings has held steady because members know SC&RA provides high-quality events with many networking opportunities and excellent speakers, for example, Dr. Martin Regalia, chief economist at the U.S. Chamber of Commerce.

SC&RA continues to develop useful products and services. The association is proud of its training tools that help keep members' employees safe and the exclusively-endorsed insurance products that protect them when members' best efforts fail. SC&RA products and services unique are developed by members for members.

SC&RA is the industry's voice. Whenever important issues arise, SC&RA patiently advocates members' position. SC&RA also monitors new developments affecting members and acts proactively.

SC&RA continues to expand. While the economic turmoil battered many other associations, SC&RA closed 2008 with 1,323 members, an increase of 50 members compared with the close of 2007.

SC&RA strives for heightened international co-operation. SC&RA is proud of its key partnership role with KHL in bringing the World Crane & Transport Summit to fruition. An important step in forging global partnerships is the signing during the event of the agreement to establish the World Crane and Transport Alliance for the advancement of the crane and specialized transport industries worldwide.

Speakers such as Dr. Martin Regalia, Chief Economist at the U.S. Chamber of Commerce, enable SC&RA to hold world-class meetings



TITAN Winches

Compact Hoisting Solutions

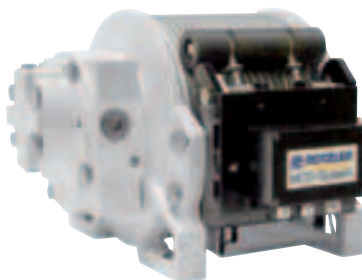
ROTZLER TITAN winches offer many benefits, e.g. higher productivity, optimum reliability and diverse application options.

TITAN winches also maximise the efficiency of cranes used for construction purposes, material transport or in maritime settings.

Compelling advantages include:

- great strength plus low weight
- electronic monitoring devices (MCD)
- enhanced performance
- improved options

ROTZLER –
Strong winches, strong partner



ROTZLER TITAN TC winch with MCD and pressure roller

www.rotzler.com

Laser logistics

Leuze electronic's HRTL 96B laser light scanner uses laser light and time of flight for measurements and object detection in difficult lighting environments.

Applications include collision avoidance for cranes and for material handling systems in warehouses.

VALVE LOGIC



The control links analogue, digital and other components with CAN-bus interface, including joysticks, potentiometers, stop switches and pressure switches.

It includes 16 proportional outputs, enabling, for example, control of eight functions of the proportional directional spool valve, type PSL, via eight twin solenoids.

The basic design also contains six digital frequency inputs, as well as 11 analogue inputs, which can be software-switched between 0-5 V, 0-10 V, and 4-20 mA.

The basic unit also features an RS232 and a CAN-bus interface.

Combined with a connector the unit can comply with an ingress protection rating up to IP 69K. The number of inputs and outputs of the PLVC 8x2 can be doubled with an extension board, which integrates a second CAN-bus interface.

■ For more information see www.hawe.de

The HRTL96B extends the company's HRT96 series. It has a wide scanning range, from 50 mm to 6 m, a response time of less than five milliseconds and easy configuration and use through 'teach-in' and diagnostic functions, according to the company.

"This measurement method provides immunity from nearby light sources, and works with surfaces and contours whether close or distant which would normally interfere with measurement or detection," said Mark

Weymouth, Leuze electronic managing director.

The sensor can quickly be configured to any application, with two independent switching points quickly being taught via a reference value at the touch of a button. The robust metal housing enables its use in dusty environments, and at ambient temperatures ranging from -30 to +50 °C. In addition, the sensor has been tested in accordance with IP 69K and Ecolab.

■ For more information see www.leuze.co.uk



Effective feedback

The ergonomically designed PulseStar MBT is one of the smallest and lightest bellybox transmitters available, said manufacturer Magnetek, but offers capability found in

much larger bellybox controls. Options include proportional joysticks, toggle switches, potentiometers, graphic display, two-way feedback, and FHSS RF.

It has a tough nylon housing and is rated NEMA 4 (IP66) to withstand harsh industrial environments. It is also designed to minimise power consumption, providing one of the longest life batteries in the industry, added Magnetek.

The PulseStar PGT pistol grip transmitter also features a range of control options typically found on a bellybox transmitter, but in a handheld transmitter's size, weight and style. "This single proportional trigger transmitter is an extremely economical option for controlling multiple proportional hydraulic valves," said the company.

■ For more information see www.magnetek.com



RADIATION DETECTION

Cargotec Port Security has installed its first spreader-mounted radiation detection system at a USA container terminal, the facility located at Port Charleston, South Carolina. It is being used with a Bromma STS45 separating twin-lift telescoping spreader. The detection system can be installed on crane spreaders, straddle carriers, shuttle carriers and other mobile equipment, including marine vessels engaged in security operations.

"This technology can detect and analyse, through proprietary software, a particular radiation source and then identify and distinguish isotopes from naturally occurring radiological material." The system at Port Charleston, which was purchased by Lockheed Martin, scans containers while the spreader is in transit during the normal course of ship-to-shore operations.

Spreader-mounted gamma and neutron sensitivity scanning during container movement in the normal ship-to-shore load/unload process is designed to meet the US requirement for 100% inbound container scanning by 2012, added Cargotec.

■ For more information see www.cargotec.com/portsecurity

WORLD QUALITY CRANES IMMEDIATE AVAILABILITY

from a World Quality Source...



Manitowoc

Lattice Boom Crawler Cranes

Model 10000	Model 14000
Model 12000	Model 16000
Model 999	Model 18000



GROVE

Rough Terrain Cranes

30 TO 130 Ton Capacity

All Terrain Cranes

GMK 60 to 350 Ton Capacity

Truck Mounted Cranes

TMS 45 to 110 Ton Capacity



In today's world, it's not just which crane you buy, but also who you buy it from...At Walter Payton Power equipment we've established ourselves as one of the world's premier suppliers of the best cranes in the business.

We offer the full line of Manitowoc - Lattice Boom and Grove - GMK, RT, and TMS cranes, all known for their quality manufacturing and their performance in the field.

Call Today to find out more about the cranes that are immediately available for Sales and Rental Purchase Options from Walter Payton Power Equipment

In the US **(800) 922-5508**

outside the US (708) 656-7700

Contact: Dan Michalak at
dmichalak@wppellc.com

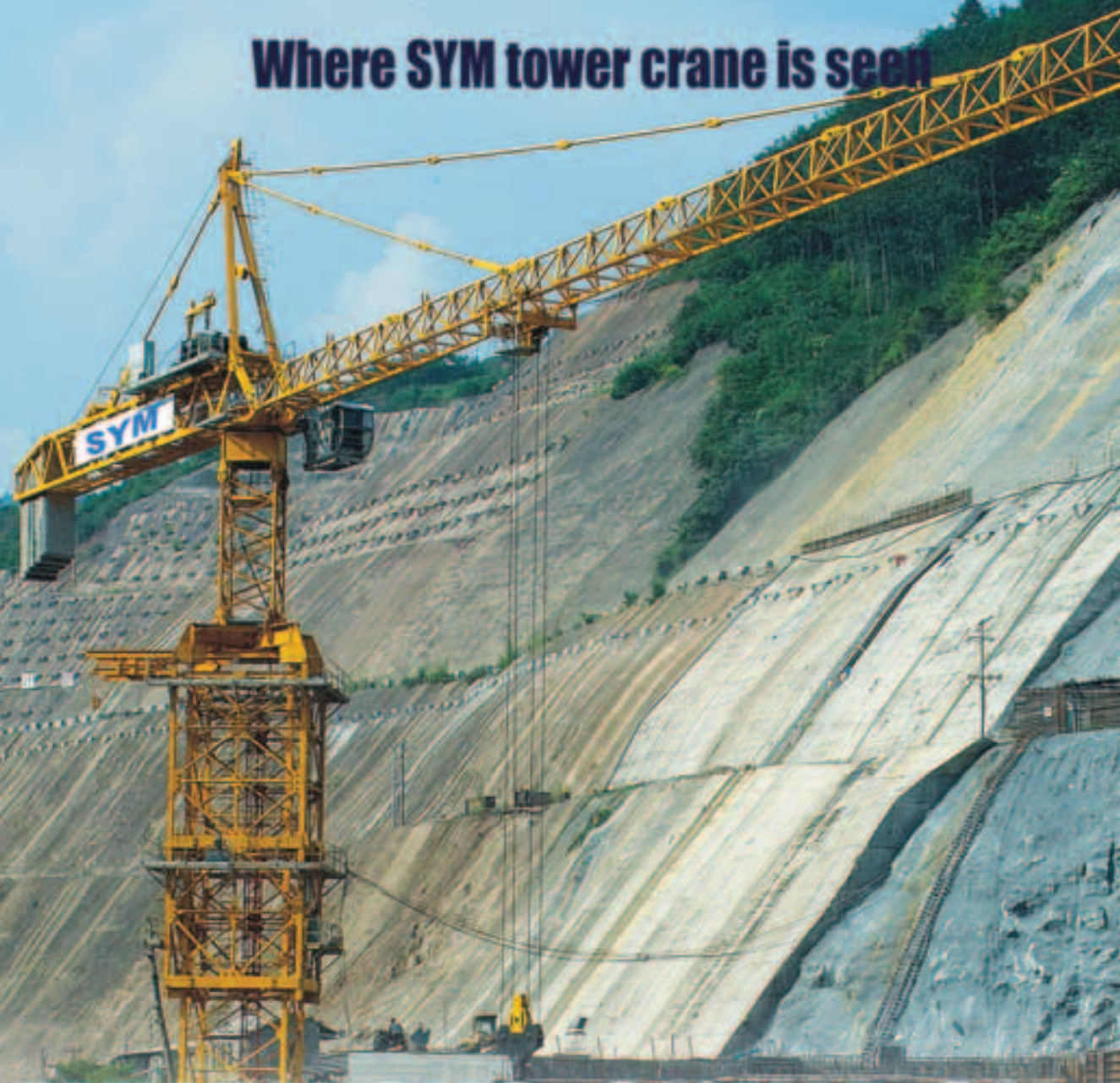


www.wppellc.com



Where there is a construction project

Where SYM tower crane is seen



WWW.SYS-CHINA.CN

SHENYANG SANYO BUILDING MACHINERY CO.,LTD.

ADD:NO.272 DONGBEI DAMALU DADONG DISTRICT, SHENYANG CHINA

TEL:+86 24 88902637

FAX:+86 24 88093057

E-MAIL:OVERSEAS@SYS-CHINA.CN WEBSITE:WWW.SYS-CHINA.CN

K80/115 tower crane at Yunnan Jupudu job site which is one of China key water conservancy engineering projects

EVENTS DIARY

LIFTEX 2009
20 November 2009
Chester, UK
www.leea.co.uk

CEMAT MIDDLE EAST
19 – 21 January 2010
Dubai, UAE
www.cemat.de

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

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

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

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

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

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

BC INDIA 2011
(Bauma/ConExpo India)
February 2011
Mumbai, India

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

SMOPyC 2011
5 – 9 April 2011
Zaragoza, Spain
www.feriazaragoza.com

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

Picture of the month



Alex Dahm, *IC* editor, took this picture during a short holiday to the English seaside. "Cranes and transport weren't at the forefront of my mind. Just a few hours in to the first day, however, that all changed. Having walked down to the nice quiet sandy beach on Devon's north coast – swimmers on and clutching

bucket and spade – we rolled out our beach mats and began to enjoy all the usual seaside stuff.

An angry growl of labouring diesel engines soon drew our attention. Peering around the corner of our sand dune I was greeted by the sight of the British Army on exercises, ably assisted by a four axle

Tadano Faun all terrain crane. Several wheeled loaders and Land Rovers were in action on the beach while the crane, from local family-owned rental house KAS Crane Hire, unloaded a boat from a low loader. An army crawler tractor then proceeded to drag the boat across the sand to the sea."

PEOPLE NEWS



■ **THOMAS OSTERMANN** has been named vice president and managing director for Terex Cranes. His focus will be on providing overall management for the newly acquired Fantuzzi and Noell port equipment business.

"We understand that in the port equipment business, maximum equipment uptime is crucial to our customers' success. Our team has many years of experience in

this business and is available to support our customers globally."

■ The All Family of Companies has announced the appointment of **MIKE KRAGULJAC** as general manager of All Carolina Crane & Equipment in Raleigh, North Carolina, USA. He brings 21 years of experience in cranes and construction, most recently as operations manager for a Manitowoc



distributorship where he worked closely with All. Previously, he was a mechanic for a construction firm, where he gained valuable knowledge on the equipment maintenance side.

■ **NICK MORRIS** is a newly elected director of the Crane Industry Council of Australia (CICA) board following its annual general



meeting. **MORRIS**, based in Melbourne, joins **ANDREW ESQUILANT**

(right) from Sydney as CICA's most recent directors. **JOHN GILLESPIE** has been re-elected by the board as president. **DANNY BLACK** has been elected as vice president for the first time.



■ 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.

Gino Koster

1961 – 2009



As last month's issue went to press, IC got the sad and shocking news of Gino Koster's death. He had been ill for some time before he died on 30 September at 48.

Gino was a lively and flamboyant figure in the crane and specialized transport industry, which he had a lifelong interest in, and an encyclopaedic knowledge of. This, combined with his general enthusiasm and positive attitude, was inspiration to the many people who knew him.

Already as a child Gino was fascinated by cranes. He cycled to companies in and around Rotterdam in the Netherlands to watch the cranes and trucks. In school holidays he worked at family business Zwagerman in the office as planning engineer and in practice as heavy haulage assistant.

After his studies he started his career at Projector Transport Service in international project expeditions with cranes and transport. He built up a large international network in the industry. In 1998 Gino continued his career with Peinemann where he gained more in-depth knowledge of safety.

After Peinemann, Gino moved in 2005 to Mammoet as manager SH-Q (safety, health environment and quality). Gino also joined the board of ESTA, the European Association for Heavy Haulage, Transport and Cranes. He was instrumental in the success of the ESTA

Awards, which he hosted with great pleasure. In 2008 Gino became ESTA secretary-general, a role into which he put much time and energy in making it an independent, European representative in the field of cranes and exceptional transport.

Outside his normal daily work, much of his activity also involved passing on his knowledge for the benefit of others. He had been a correspondent on the *Dutch Special Transport Magazine* since 1987. Since 1992 he was a special correspondent on *International Cranes*, (*International Cranes and Specialized Transport* since 2003) magazine. Here he extended the reach of his knowledge to thousands of readers around the world.

Many tributes have already been made to Gino Koster, a selection of which, appear below.

MARIJKE ZWAGERMAN: A very good friend has passed away much too young. A valuable source of knowledge in the field of cranes and transport has gone. I have loved working with Gino and I am glad to have had the honour of knowing him. I have had the opportunity to share special and funny moments with him in the course of our work.

RODERIK VAN SEUMEREN: We have lost a good friend in our heavy lifting and heavy transport industry. His knowledge of our industry was magnificent. Gino was a nice guy, always with a positive attitude, no matter what stress he was under at that particular moment. We have to go on without him and that does not feel good.

CHRISTIAN-JACQUES VERNAZZA: Gino always thought in challenges, not in problems. For some of us he was not only a colleague but also a friend, tutor or, sometimes, even a mentor. He was passionate about his profession and our industry. He strove to bring new heights of development, innovation and sharing of knowledge within the international world of cranes and transport. He turned his effort into real action, often with powerful, widely published words.

JAMES KING: Gino was one of the industry's great characters. He lived and breathed cranes

and transport, almost from the day he could walk. I've never met anybody with so much passion for the industry he worked in. He was one of *International Cranes* magazine's and KHL's most respected and popular journalists, reporting from job sites around the world with endless enthusiasm and encyclopaedic knowledge. Anybody who worked with or met Gino would agree that he was a man very happy and very content in his work, which also happened to be his hobby.

DIRK KNOESTER: The year was 1973 when I visited crane hire company J.G. van Loenhout in Rotterdam. Being convinced I was the only crane spotter in the world I was happily surprised when I was informed that there was another "idiot" just like me and I got his address. We became close friends and, five years ago, after working at Projector and Peinemann, Gino also joined Mammoet. Not only had we both made a job out of our hobby, now we were "real" colleagues.

WILLEM SPEK: The first time that I met Gino was on the site of Esso in Rotterdam. He was working for Peinemann and was responsible for safety. It was always a pleasure to talk with him about cranes and transport because he was very interested in our jobs and, especially, in new developments. He will be missed by a lot of people in many places in our profession.

JEAN-PAUL CAMMAERTS: Gino was my very good friend, always ready to help. He lived for heavy haulage and cranes, not only in his professional career but also in his free time and holidays. He always had time to answer questions or do some research for me. He was very easy to approach, he didn't make a distinction between a crane driver or the manager of a big company.

JOEL DANDREA: The industry lost a friend who was truly committed to his work and passionate about the industry he served.

BEN SHAW: He was without doubt one of the nicest guys in the industry, ready to help at short notice in any way he could. He had immense knowledge and passion for the crane industry – more than anybody I have ever met. His death is a real loss for the industry and all the people who ever knew him.



SC&RA: MAKING GREAT COMPANIES EVEN BETTER

WORLDWIDE NETWORKING OPPORTUNITIES

"We appreciate the exchange of information at SC&RA meetings, which has resulted in orders for our company. If we had never met some of our customers at these meetings, we wouldn't have the business. We deal with companies from countries around the world, and we see many of these international companies at SC&RA meetings."

– Bernd Schwengsbier, Sales Manager
Scheuerle Fahrzeugfabrik GmbH
Pfedelbach, Germany

"Networking is one of the prime benefits of SC&RA. Our company has formed joint ventures with Canada and Mexico, and we have worked in Ireland and Great Britain – all as a result of interactions with SC&RA member companies."

– Randall L. Goddard
Executive Vice President
Atlas Industrial Contractors
Columbus, Ohio

"We joined SC&RA because we realized this is the way to build relationship with good, reliable companies we can trust. We want to be part of this family."

– Alvaro Rodriguez, CEO
AMISA Group, Monterrey, Mexico

WHAT YOU'LL GET WITH YOUR MEMBERSHIP:

- A FREE listing in the Membership Directory and online at www.scranet.org (\$400 Value)
 - Weekly newsletters (\$125 Value)
 - Two monthly publications (\$500 Value)
 - A FREE registration to a meeting of your choice within your first year (Up to \$625 Value)
 - 25% discount on ALL SC&RA products (A savings of more than \$100)
- Introductory rate is only \$395 your first**



Join online at www.scranet.org/join



RESEARCH · RESOURCE · RESULTS

INFORMATION STORE

2009 DIRECTORY:

INTERNATIONAL concrete CONSTRUCTION

BUY IT NOW!

TO PURCHASE INTERNATIONAL CONCRETE CONSTRUCTION 2009 VISIT:

www.khl.com/information-store

For further information contact James Moscicki
e-mail: james.moscicki@khl.com



khl
GROUP

SUBSCRIPTION FORM

THE ONLY WAY TO GUARANTEE YOUR REGULAR COPY

Subscribe NOW and receive the following:

✓ **FREE CD ROM GIFT** - *The KHL digital magazine archive* - valued at **US\$95.00**

All KHL's magazines and directories produced in a calendar year on one searchable CD

✓ **FREE GIFT** - **WORLD CRANE GUIDE** - valued at **US\$50.00**

The most comprehensive crane reference guide in the world

✓ **FREE GIFT** - **CLASSIC CONSTRUCTION SERIES BOOK** - valued at **US\$69.50**

Choose one of four books from KHL's *Classic Construction Series*

✓ **AIRMAIL DELIVERY**

Paper copy delivered direct to your desk

✓ **DIGITAL ISSUE**

Direct to your computer on the day of publication

✓ **MONEY BACK GUARANTEE**

All subscriptions are payable in advance and all rates include postage and packaging. It is the policy of KHL Group that issues will be sent on receipt of payment. Subscribers are requested to send payment with their order whenever possible. Subscriptions can be ordered throughout the duration of the year. Backdated subscription orders are accepted. Cancellations are accepted and refunded against the unfulfilled order.



INTERNATIONAL
cranes
AND SPECIALIZED TRANSPORT

1 YEAR SUBSCRIPTION
plus **FREE GIFTS PACK**

£140 - US\$250 - €180

2 YEAR SUBSCRIPTION
plus **FREE GIFTS PACK**

£250 - US\$440 - €320

SAVE 10%

3 YEAR SUBSCRIPTION
plus **FREE GIFTS PACK**

£350 - US\$620 - €445

SAVE 15%

ACT TODAY! SUBSCRIBE IN ONE OF THREE WAYS

❶ **FAX BACK: +44 (0)1892 784086**

❷ **POST TO: KHL GROUP LLP, Southfields, Southview Road, Wadhurst, East Sussex, TN5 6TP**

❸ **CONTACT: JAMES MOSCICKI ON +44 (0)1892 786229 OR james.moscicki@khl.com**

I would like to subscribe to *International Cranes*

☐ **1 year £140 - US\$250 - €180**

☐ **2 year £250 - US\$440 - €320**

☐ **3 year £350 - US\$620 - €445**

Subscriber No:

Subscription Status:

Please use block capitals and black ink

Title: Mr/Mrs/Miss Other: _____

First name: _____

Surname: _____

Position: _____

Company: _____

Address: _____

Postcode/Zip: _____

Country: _____

Tel: _____

Fax: _____

E-mail: _____

Website: _____

✓ **FREE GIFT** - *KHL digital magazine archive* - available on CD-ROM

✓ **FREE GIFT** - *World Crane Guide*

Please choose one of the following **FREE** books from KHL's *Classic Construction Series*

☐ **500 years of Earthmoving**

☐ **The History of Cranes**

☐ **The History of Roadbuilding Equipment**

☐ **The Top 10 Construction Achievements of the 20th Century**

PAYMENT DETAILS *Please mark boxes with a tick for preferred subscription and payment method.*

CHEQUE

☐ I enclose a cheque made payable to KHLI Services

CREDIT/DEBIT CARD

☐ Please charge my card

Credit card orders are billed in UK Pound Sterling. Therefore the price you pay is subject to exchange rate fluctuations as determined by your card issuer

VISA/AMEX/MASTERCARD/DINER/SWITCH/DELTA

Card No: _____

Expiry Date: _____

3 Digit Security Code: _____

the last 3 digits on the reverse of your card

Signature: _____

☐ Please invoice me

☐ Please invoice my company

BANK TRANSFER

Customers who wish to pay by Bank Transfer should use the following account details:

NatWest,
1 St. James Sq, Wadhurst,
East Sussex TN5 6BH, United Kingdom

Account: KHL Group LLP - Subscriptions

Sort Code: 60-22-15

BIC/Swift: NWBKGB2L

£ a/c no: 65529189 IBAN: GB41NWBK60221565529189

€ a/c no: 68509871 IBAN: GB04NWBK60720468509871

\$ a/c no: 68509898 IBAN: GB51NWBK60730168509898

VAT Number: GB725177334

Customers using bank transfers are requested to quote a subscriber number or company name.



khl
GROUP

YONGMAO HOLDINGS LIMITED



永茂建机
YONGMAO

Experience Our Quality & Service

WWW.YONGMAO.COM.CN

No.3 Yuanda Road, Shundeng District, Fushun
City Liaoning Province, P.R.C. 113128
Email: sun@yongmao.com.cn
Tel: (86) 413 7648899 Fax: (86) 413 7649999
Toll Free: 800-890-0088 400-615-4555

Macau "City of Dreams"

ZWAGERMAN MATERIEEL B.V.

Middenweg 81/1394 AE NEDERHORST DEN BERG (NL)

**WE HAVE A CHOICE OF 120 CRAWLER CRANES
AVAILABLE FROM 50 TONS TO 250/350 TONS**

Fabrication: Hitachi
Type: KH 100
Max. tonnage: 30 tons
Year: 1977
Boom length: 22 Metres
COMPLETELY OVERHAULED

Fabrication: Liebherr
Type: LR 1160
Max. tonnage: 160 tons
Year: 2004
Boom length: 37,4 Metres
Luffing Jib: 40,4 Metres



Fabrication: Sumitomo
Type: LS 188 UH
Max. tonnage: 60 tons
Year: 1988
Boom length: 30 Metres

Fabrication: Liebherr
Type: HS 885 HD
Max. tonnage: 120 tons
Year: 2005/12
Boom length: 30 Metres

**WE ARE ALSO SEARCHING FOR CRANES
FROM 50 TO 250/350 TONS****CALL TODAY**

"MEMBER OF THE ZWAGERMAN GROUP"

Tel: +31.(0).294.25.33.77 Fax: +31.(0).294.25.27.57

E-mail: info@a-bcranes.com WWW.A-B-CRANES.COM THE NETHERLANDS**VAN DER HILST INTERNATIONAL B.V.**
INTERNATIONAL CRANE AND EQUIPMENT DEALERS, SPARE PARTS, CRANE RENTALS

WE WOULD LIKE TO TAKE THE
OPPORTUNITY TO INTRODUCE
OURSELVES AS BEING
INTERNATIONAL DEALERS OF...

- ALL TERRAIN CRANES
- CRAWLER CRANES
- ROUGH TERRAIN CRANES
- CRANE HIRE
- SPARE PARTS

TEL : +31 38 3762856

FAX : +31 38 3764665

EMAIL: INFO@HILSTCRANES.NLwww.hilstcranes.com**INTERNATIONAL
cranes**
AND SPECIALIZED TRANSPORT

To advertise in the December issue of
International Cranes and Specialized Transport

please contact Paul Watson on:

Tel: +44 (0)1892 786204

Fax: +44 (0)1892 786258

E-mail: paul.watson@khl.com**MUHAN T&C Co.,Ltd**

TEL: +82-22068-8105 • FAX: +82-22068-8108

E-mail: muhan@muhantnc.com • www.muhantnc.com

MANITOWOC, M250S-2, 1996



KOBELCO, CKE2500, 2004

TADANO-FAUN ATF220G-5,
2007**CRAWLER CRANES**

Manufacturer	Model	Cpty(t)	YOM
KOBELCO	BM800	80	1996
KOBELCO	7120	120	2005
KOBELCO	7150	150	1995
KOBELCO	SC1500	150	1995
KOBELCO	CKE1800	180	2003
KOBELCO	7250-2F	250	2006
KOBELCO	7250-2F	250	2009
KOBELCO	CKE2500	250	2005
HITACHI-SUMITOMO	SCX2800-2	275	2009
MANITOWOC	M16000	450	2005
MANITOWOC	M18000	750	2006
LIEBHERR	1800	1000	1998

MOBILE CRANES

TADANO	GR500N-1	51	2004
KATO	SL650	65	2008
SAMSUNG	SC25H-2	25	1996
SAMSUNG	SC50H-2	50	1997
LIEBHERR	LTM10 70	70	1989
DEMAG	AC 205	80	1995
LIEBHERR	LTM1090/2	90	1999
LIEBHERR	LTM1095	100	2007
TADANO	AR1000M	100	1993
SUMITOMO	SA1000	100	1993
DEMAG	AC435	150	1994
KRUPP	KMK6200	200	1996
LIEBHERR	LTM 1200	200	2007
TADANO-FAUN	ATF220G-5	220	2007



KOBELCO 7250-2F, 2005

HITACHI-SUMITOMO
SCX2800-2, 2006

KOBELCO CKE4000C, 2008



Krane-Maschinen-Service
GmbH & Co. KG

Cranes currently in stock!!!

- 35 t Liebherr LTM 1030-2, 2002
- 35 t Liebherr LTM 1035-3, 1988
- 35 t PPM Terex ATT 400-3, 2002
- 35 t Terex Demag AC 35, 2003
- 40 t Terex Demag AC 40-1, 1999
- 40 t Tadano Faun RFT 40-3, 1992
- 45 t Tadano Faun ATF 45-3, 2003
- 50 t Grove GMK 3050, 1999
- 50 t Terex Demag AC 50-1, 2002
- 50 t PPM Terex ATT 600, 1998
- 50 t Grove AT 755 - C, 1998
- 70 t Grove GMK 4070-1, 1999
- 75 t Grove GMK 4075, 2001
- 80 t Liebherr LTM 1080-1, 2000
- 80 t Liebherr LTM 1080-1, 2004
- 100 t Terex Demag AC 100, 2003
- 120 t Terex Demag AC 120, 2002



40 t Terex Demag AC 40-1, 1999



80 t Liebherr LTM 1080-1, 2004



100 t Terex Demag AC 100, 2003

Tel: +49 (0) 2595-38698-0
Fax: +49 (0) 2595-38698-88
E-mail: mail@kms-cranes.com
Internet: www.kms-cranes.com

Reliance Engineering Associates (P) Ltd.

Construction Equipment for Rental

Equipment category

Crawler Cranes	Capacities ranging from 18 MT to 1250 MT
Tyre Mounted Telescopic Cranes	Capacities ranging from 20 MT to 500 MT
Pick & Carry Cranes	Capacities ranging from 8 MT to 16 MT
Earthwork Equipment	Excavators, Dozers, Vibro Rollers, etc.
Concreting Equipment	Batching Plants, Transit Mixers, Boom Placers etc.
Transport Equipment	Hyva Dumpers, Novus Dumpers etc.
Electrical Equipment	D.G. Sets (Capacities ranging from 60 KVA to 1000 KVA), Lighting Masts etc.



Salient features:

- Well maintained equipment
- Trained O&M Crew
- Competitive Prices
- Focused Approach
- Safety Commitment
- Prompt & Professional Services

CONTACT:

Mr. Sarvesh Jain

Mobile: +91-99877 53739
Email: sarvesh.jain@ril.com

Mr. Manoj Chaudhari

Mobile: +91-99740 66419
Email: manoj.chaudhari@ril.com



CRANEWORKS

7795 East Little York Road, Houston, TX 77016

Now the factory authorized TEREX Crane Dealer in Colorado

281-219-7779

Sales - Keith Ayers - Keith@crane-works.com

www.crane-works.com

▼ Monthly Specials ▼



New 2008 Manitex 30102C, 30 ton capacity, 102' power boom, 46' jib, mtd on new 2007 Sterling LT-7501



92 Hiab 250.377, 3,100 lbs@ 43', boom winch, on 92 Kenworth T-800 tractor, 425 HP Cat, 18 speed Trans., 20Front, 40 Rear, air slide 5th wheel.



NEW Terex RT-555, 55 ton, Rough Terrain Crane, 110' Main Boom, 57' jib, Cummins Diesel, Aux. Winch, AC



Palfinger PK32080-C, 39' Reach, 17,860 lbs at 11'10", Mtd on 2000 Kenworth T800 C12, 430 HP, 8LL



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



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





1225 East 16th Avenue
N. Kansas City, MO 64116
CALL (816) 581-3601
or
hoisting@jedunn.com

EXPERIENCED TOWER CRANES FOR SALE

**PRICING STARTING
at \$279,000
Fully Equipped**

ALSO AVAILABLE
Champion Elevators
US-60-1RNU or US-60-2RNU
6000 lbs. Capacity
100 foot tower height
Starting at \$100,000 USD

Comansa 8852 YR 2001
-Jib 80m (262.4')
-Capacity 18t (39,670 lbs.)

Comansa 550 YR 2005
-Jib 80m (262.4')
-Capacity 18t (39,670 lbs.)

Comansa 400 YR 2003
-Jib 80m (262.4')
-Capacity 18t (39,670 lbs.)

Comansa 2074 YR 2000
-Jib 74m (242.7')
-Capacity 12t (26,450 lbs.)

Most sections, climbing cage,
and tie collars priced upon
request.

FOR SALE

2007 HTT 8690 90 Ton Link-Belt Hydraulic Truck Terrain Crane



- All Wheel Steer
- Fully Loaded Including A/C
- Full Counter-Weights
- Low Hours and Mileage
- 2 Drums
- 2 piece 58' Jib extensions

Owner Operated - Current Inspection

For more information please contact
Austin Rigging, LLC in the United States at:

001 (315) 899-7733

Grues Imex
YOUR RELIABLE PARTNER

Zil Nord - 14, rue Gay Lussac
F - 68000 COLMAR
Tel.: 00 33 3 89 29 98 02
Fax: 00 33 3 89 29 98 04
info@grues-imex.com

Frédéric FERCH

CRANE TRADING
A Permanent list of all kind of cranes
with full details on www.grues-imex.com

ALL TERRAIN CRANES

35 T PPM ATT 400	1998/99
35 T PPM A 400	2003
50 T LIEBHERR LTM 1050.1	1997/99
55 T GROVE GMK 3055	1999/2003
80 T PPM ATT 900	1999
90 T LIEBHERR LTM 1090.2	2003
100 T FAUN ATF 100.5	2000
120 T LIEBHERR LTM 1120.1	2001
160 T FAUN ATF 180 G 5	2007
300 T GROVE GMK 8300	2004

CRAWLER CRANES

70 T LINK BELT LS 138	1991
80 T I.H.I. KH 300.3	1996
100 T LIEBHERR LR 1100	2006/2007
130 T LIEBHERR LR 1130	2007
400 T LIEBHERR LR 1400.2	2008

M. Stemick GmbH
Kran- u. Baumaschinenhandel

ALL TERRAIN-CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
20 t Krupp KMK 2020	1994	4x4x4	20,50m + 3,80m
25 t Demag AC 25	1998	4x4x4	25,00m + 1,20m
25 t Demag AC 25	2000	4x4x4	25,00m + 13,00m
30 t PPM ATT 335	1997	4x4x4	27,40m + 15,00m
30 t Liebherr LTM 1030-2	2002	4x4x4	30,00m + 15,00m
35 t PPM ATT 400	1998	4x4x4	30,40m + 15,00m
35 t PPM ATT 400/2	2000	4x4x4	30,40m + 8,00m
40 t Terex-Demag AC 40L	2009	4x4x4	37,40m + 8,00m
40 t Liebherr LTM 1040-1	1994	6x4x6	30,00m + 8,00m
45 t Faun ATF 45-3	2004	6x6x6	34,00m + 15,20m
50 t Demag AC 155	1993	6x4x6	40,00m + 17,60m
50 t PPM ATT 590	1996	6x6x6	40,00m + 15,00m
50 t Faun ATF 50-3	1997	6x6x6	38,00m + 16,00m
50 t Demag AC 50-1	2002	6x6x6	40,00m + 17,00m
50 t Grove GMK 3050	2006	6x6x6	38,10m + 15,00m
55 t Liebherr LTM 1055.3-1	2004	6x6x6	40,00m + 16,00m
60 t Faun ATF 60-4	2000	8x6x8	40,00m + 16,00m
70 t Grove TT 865	1997	8x6x8	38,00m + 18,50m
75 t Grove GMK 4075	2001	8x6x8	43,20m + 27,00m
75 t Grove GMK 4075	2001	8x6x8	43,20m + 17,00m
75 t Liebherr LTM 1080/1	1999	8x6x8	48,00m + 17,00m
80 t Grove GMK 4080-1	2006	8x6x8	51,00m + 15,00m
90 t Faun ATF 90G-4	2008	8x8x8	51,20m + 19,00m
100 t Faun ATF 100-5	2001	10x8x8	51,00m + 30,10m
110 t Faun ATF 110G-5	2006	10x6x10	52,00m + 16,20m
120 t Faun ATF 120-5	1997	10x8x10	49,00m + 16,20m
120 t Demag AC 395	1996	10x8x10	60,00m + 17,60m
120 t Terex-Demag AC 120	2007	10x8x10	60,00m + 17,60m
160 t Faun ATF 160G-5	2009	10x8x8	60,00m + 37,40m

TELESCOPIC - TRUCK CRANES

25 t Kato NK 250 E	1998	6x4x2	30,00m + 7,50m
25 t Tadano TL 250 E	1998	6x4x2	30,00m + 7,50m
50 t Kato NK 500 E	1997	8x4x4	40,00m + 15,00m

REACHSTACKER

40 t PPM 40 GMI	1991	4x2x2	4 th height
-----------------	------	-------	-------------


BOOMLIFTER

3.3 t JCB Telehandler 535-105	2006	4x4x4	10,50 m
3.5 t JCB Telehandler 535-125	2007	4x4x4	12,50 m
5.0 t Terex Girolift 5022	2001	4x4x4	22,00 m

Import - Export

M. STEMICK GMBH
Kran- u. Baumaschinenhandel, Import - Export
D-45721 Haltern / Germany

Tel: +49 2364 108203
Fax: +49 2364 15546
Mobile: +49 172 2332923
e-mail: info@stemick-krane.de
Internet: www.stemick-krane.de



VEMA Crane b.v.
Import and export of heavy equipment
Worldwide with a personal touch

ALL TERRAIN CRANES:

Brand	Type	Year	Capacity
Liebherr	LTM1080	80t	2000
Liebherr	LTM1060/2	60t	2000
Faun	ATF30	30t	1997
Demag	AC155	50t	1993
Demag	AC205	80t	1994
Faun	ATF-70-4	70t	1997
Krupp	KMK3045	45t	1990
Krupp	KMK3050	50t	1994

CRAWLER CRANES:

Brand	Type	Year	Capacity
Liebherr	LR1300	300t	2009/NEW
ZoomLion	QUY70	70t	2009 NEW
Liebherr	LR1130	130t	2009/NEW
Hitachi	KH300-3	80t	1993
Hitachi	KH230-3	65t	1987
KH	180-3	50t	1993

WE CAN ALSO OFFER YOU CRAWLER CRANES FOR BARE RENTAL PROJECTS WORLDWIDE! PLEASE CALL FOR AN OFFER!

www.vemacrane.com
Tel: +31-162-681050 Fax: +31-162-686262
E-mail: sales@vemacrane.com
Brieltjenspolder 32, 4921 PJ Made, The Netherlands.

ONLINE SALE

by order of Romstal Leasing,
a well-established European leasing company; and others

HYDRAULIC TRUCK CRANES EARTH MOVING EQUIPMENT SCISSORS / TRUCKS / DUMPERS

120 LOTS - YEAR OF CONSTR. 2006/2008

11 RECENT HYDR. TRUCK CRANES "Liebherr" LTM1060, "Grove" 4080, "Faun" ATF50-3, "XCMG", "Krupp" KMK4080 and KMK3050, e.a.; **50 SCISSOR LIFTS** due to update of rental fleet "Lavendon Sales"; **HEAVY TRUCKS** "Mercedes", "MAN", "Iveco"; **TRAILERS** and dumper trailers; **TRUCKS** and **DUMPERS** "DAF", "Volvo", "Mercedes"; wheel loaders "komatsu"; excavators; etc.

BIDDING ONLY ON THE INTERNET

CLOSING: 24 NOVEMBER from 14.00 hrs CET

RUMANIA - Soseaua de Centura, Bucharest (Chitila)
BELGIUM - Grotestraat 34, 3540 Herk-de-Stad

PHOTOS / CATALOGUE / VIEWING INFO on our website



+100 LOTS EARTH MOVING EQUIPMENT
- Tuesday **8 DECEMBER 2009** - Belgium

TROOSTWIJK

www.TroostwijkAuctions.com

Hovago Cranes B.V.

Established in 1946

CRANES FOR SALE OR RENT

All Terrain Cranes		
90 t	Liebherr LTM 1090/2	1997
160 t	Liebherr LTM 1160-5.1	2008
200 t	Liebherr LTM 1200-5.1	2006
220 t	Grove GMK 5220	2008
400 t	Liebherr LTM 1400	1997: Recon
Rough Terrain Cranes		
30 t	Grove RT530E	2001
35 t	Grove RT635C	1998
Crawlers		
50 t	Tadano GR500XL-1	New!
60 t	Grove RT760E	2001
60 t	Tadano GR600XL-1	New !
65 t	Link-Belt RTC8065	2001
80 t	Tadano GR800XL-1	New !
300 t	Manitowoc 2250	New !
400 t	Terex-Demag CC 2400-1	New !
600 t	Terex-Demag CC 2800-1	New !

Hovago Cranes b.v.
Galvanistraat 35, NL-3316 GH Dordrecht
The Netherlands
Tel: + 31 (0)10 8920475 - Fax: +31 (0)10 8920485
E-mail: info@hovago.com - Website: www.hovago.com


 (Member of the ProDelta Group)



**Your *first* contact for
used tower cranes of
all brands.**

 **MTI-LUX S.A.**
Machine Trading International

**Your reliable distributor for
new and used JOST luffers
and saddle jibs of all sizes.**

Tel. +352 26 72 94 46 | www.mti-lux.com
Fax +352 26 74 54 83 | info@mti-lux.com



"Power Units, Power Dollies & Accs."

BUCKINGHAM

Structural Moving Equipment
"The first in Radio Remote Controlled Power Units"
SALES AND RENTALS

Buckingham Power Dolly

- 45 Ton Capacity
- Pushes up to 350 tons per Dolly
- Posi-traction Full Differential Lock
- Power Steering or Castor Steering
- Optional Spring Tongue

Dolly Driver Unit





Power Dollies • Coaster Dollies • Dolly Driver Units
~ Built to YOUR specs and needs ~
Call for pricing

Phone: 610-488-8969 • Fax: 610-488-8011
10 Birch Lane, Bernville, PA 19506



JRL

London Tower Crane Hire & Sales Limited

LTC

**CLIMBING TO
NEW HEIGHTS
WORLDWIDE 2009**

4 Elstree Way, Borehamwood, Hertfordshire. WD6 1RN
Tel +44 (0) 20 8327 4060 - Fax+44 (0) 20 8236 9391
sales@londontowercranes.co.uk - Web www.londontowercranes.co.uk



EISELE

AG

CRANE & ENGINEERING GROUP

■ CRANES FROM 30 t - 1200 t

■ WORKING PLATFORM LEASING

■ HEAVY DUTY TRANSPORTS

■ SALE & LONG-TERM LEASING

Eisele AG

Crane & Engineering Group
Gutenbergstraße 5
63477 Maintal · GERMANY



0049 (6109) · 7641-23



0049 (6109) · 7641-43

MOBILE 0049 (176) · 176 41000



clauseisele@eisele.ag



www.eisele.ag

SELF PROPELLED
UNIT FOR SALE:
SCHEUERLE SPMT
WITH 20 AXLES INCL.
POWER PACK 350

MICHELSENS trading

MICHELSENS TRADING NV Bisschoppenhoflaan 275 Tel: +32 3 324 40 00
2100 Deurne Belgium (Europe) Fax: +32 3 888 42 22

Email: trading@cranes4u.com

Web: www.cranes4u.com

OFFERS EXCELLENT USED AND NEW CRANES 4T-400T

BEST QUALITY, EXCELLENT AFTER SERVICE and
DELIVERY OF SPARE PARTS

NEW XCMG CRANES

CE-tested + Belgian Homologation
Michielsens quality proofed

GROVE	
GROVE INDUSTRIAL 24	1980
GROVE GMK 2035	2000
GROVE GMK 3050	1998/2000
GROVE GMK 4080	1998

GALION	
GALION 150A	1975/78

LIEBHERR	
LIEBHERR LTM 1040	1992
LIEBHERR LTL 1050	1992
LIEBHERR LTM 1060/2	2001
LIEBHERR LTM 1160/1	1995
LIEBHERR LTM 1400	1991

KRUPP	
KRUPP KMK 3050	1996
KRUPP KMK 4080	1994

XCMG	
QY25K5	NEW
QY50K	NEW
QY50 CRAWLER CRANE	NEW
XCMG QY70K	NEW

FAUN	
FAUN RTF 40/3	2001
FAUN ATF 50/3	1999

TADANO	
TADANO TR250	1998

MUNSTER	
MUNSTER ABK 30-55	1996



NEW: XCMG QY50K



LIEBHERR LTM 1160/1



LIEBHERR LTM 1400

www.cranes4u.com



HOMAR B.V.

Import-export hydraulic and lattice boom cranes

HOMAR B.V.

Maarsseweg 11

4077 RB Nijmegen

The Netherlands

Tel.: +31-381-293982

Fax: +31-381-234207

E-mail: info@homar.nl

Internet: www.homar.nl

STOCKLIST

TELESCOPIC AT-CRANES

capacity	manufacturer	type	year	drive/steering	boom/jib (m)	delivery
90 t	Liebherr	LTM 1090/2 (3x)	1997	8 x 8 x 8	52 / 18	direct
80 t	Liebherr	LTM 1080/1	2001	8 x 8 x 8	48 / 19	direct
80 t	Liebherr	LTM 1080/1	2000	8 x 8 x 8	48 / 19	direct
80 t	Liebherr	LTM 1080/1	1999	8 x 8 x 8	48 / 19	direct
75 t	Grove	GMK 4075	2001	8 x 8 x 8	43,2 / 27	direct
75 t	Grove	GMK 4075	2001	8 x 8 x 8	43,2 / 17	direct
70 t	Krupp	KMK 4070	1994	8 x 8 x 8	38 / 16	direct
70 t	Liebherr	LTM 1070	1992	8 x 8 x 8	42 / 18	direct
65 t	Grove	AT 865	1990	6 x 6 x 6	35 / 14,5	direct
60 t	Faun	ATF 60-4	2000	8 x 8 x 8	40,2 / 16	direct
60 t	Liebherr	LTM 1060/1	1995	8 x 8 x 8	40 / 16	direct
50 t	Liebherr	LTM 1050/1	1999	6 x 4 x 6	40 / 16	direct
50 t	Liebherr	LTM 1050/1	1997	6 x 4 x 6	40 / 16	direct
50 t	Liebherr	LTM 1050/1	1996	6 x 6 x 6	40	direct
50 t	PPM	ATT 590	1996	6 x 6 x 6	40 / 15	direct
50 t	Demag	AC 155	1995	6 x 6 x 6	40 / 17	direct
50 t	Demag	AC 155	1993	6 x 4 x 6	40 / 17	direct
40 t	Liebherr	LTM 1040/1	1999	6 x 4 x 6	30 / 14,5	direct
40 t	Liebherr	LTM 1040/1 (2x)	1997	6 x 6 x 6	30 / 14,5	direct
40 t	Liebherr	LTM 1040/1	1994	6 x 4 x 6	30 / 8	direct
40 t	Liebherr	LTM 1040-3	1993	6 x 4 x 6	30 / 14,5	direct
40 t	Liebherr	LTM 1040-3	1992	6 x 4 x 6	30 / 14,5	direct
40 t	Demag	AC 95	1997	4 x 4 x 4	32,3 / 17,6	direct
40 t	Demag	AC 95	1994	4 x 4 x 4	32,3	direct
35 t	PPM	ATT 400/2	2000	4 x 4 x 4	30 / 8	direct
35 t	PPM	ATT 400	1998	4 x 4 x 4	30,4 / 15	direct
35 t	Luna	AT 35/30	1998	4 x 4 x 4	29,2 / 15	direct
35 t	Liebherr	LTM 1035/2	1989	4 x 4 x 4	26 / 8	direct
30 t	PPM	ATT 335	1997	4 x 4 x 4	27 / 4,15	direct
30 t	Grove	AT 633	1988	4 x 4 x 4	27 / 9	direct
30 t	Luna	AT 30/27 (3x)	1989	4 x 4 x 4	27 / 9	direct
25 t	Demag	AC 25	2000	4 x 4 x 4	25 / 13	direct
25 t	Demag	AC 25	1999	4 x 4 x 4	25 / 13	direct
25 t	Liebherr	LTM 1025	1993	4 x 4 x 4	26 / 8,2	direct
25 t	Liebherr	LTM 1025	1992	4 x 4 x 4	26 / 8,2	direct
25 t	Krupp	KMK 2025	1992	4 x 4 x 4	23	direct
20 t	Krupp	KMK 2020	1994	4 x 4 x 4	20,5 / 3,8	direct
15 t	Coles	Transit 515	1981	4 x 4 x 4	17,2 / 9	direct

ROUGH TERRAIN CRANES

30 t	Faun	RT 30	1985	4 x 4 x 4	25 / 8,3	direct
------	------	-------	------	-----------	----------	--------

TELESCOPIC TRUCK-CRANES

25 t	Kato	NK 250 E	1998	6 x 4 x 2	31 / 8	direct
25 t	Tadano	TL 250 E	1998	6 x 4 x 2	31 / 8	direct

YARD CRANES

8 t	IHI	CTR 80	1978	4 x 4 x 2	8,5	direct
-----	-----	--------	------	-----------	-----	--------

REACH STACKERS

40 t	PPM	40 GMI	1991	4 x 2 x 2	12,30	direct
------	-----	--------	------	-----------	-------	--------

TELEHANDLERS

3,3 t	JCB	533-105	2007	4 x 4 x 4	10,5	direct
3,2 t	Manitou	MT 932	2001	4 x 4 x 4	9	direct

EARTH MOVING

weight	manufacturer	type	year	drive/steering	delivery
--------	--------------	------	------	----------------	----------

2,8 t	Caterpillar	302.5 C mini excavator	2008	tracks	direct
-------	-------------	------------------------	------	--------	--------

SPARE PARTS

* Krupp KMK 6160, Krupp KMK 4070, Liebherr LTM 1070, Faun ATF 70

* gearboxes, drop boxes, jacks, beams, slewing rings, engines, booms

* many more spare parts available

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



UCM HOLLAND

CRANE & PART SALES



WE HAVE THE LARGEST STOCK (around 100 units) OF GERMAN BUILT USED CRANE PARTS IN EUROPE!!!
Grove, Liebherr, Demag, Krupp, Faun, Terex, PPM, Gottwald and P&H

Around 45 good working used cranes in stock. Various types and years from 1970 to 2008 models.



Reachstacker 45 ton



GMK 3055 year 2005



70 GMT



TT865 (1995)



Cabins



Boom Sections
& Cylinders



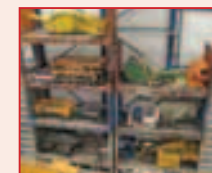
Boom & Jib's



Kessler Diff's



Dropboxes



Counterweights,
Cylinders, A-frames

Check our website www.ucmholland.com to view all the cranes & parts:

- axles • boomsections • cabins • carriers • cilinders • counterweights • cranes for dismantle • dropboxes • engines • gearboxes
- hookblocks • hydraulic systems • jibs • rims • superstructures • suspensions • springs • tires • turntables • winches

Tel office: 0031 – (0) 252235468 Used parts: 0031 – (0) 655886363 (Mr. Kees van Duijn) Email: kees@ucmholland.com
Used cranes: 0031 – (0) 653375050 (Mr. Maarten Verschoor) Email: info@ucmholland.com/nl

SCHUCH ENGINEERING INTERNATIONAL SPECIAL CONSTRUCTIONS FOR CRANES

CONTACT:

Tel: +352 2610 8555
Fax: +352 2610 2269
info@schuch.lu
www.schuch.lu
7A, Am Brill
L-3961 Ehlang



CRANE FINANCIAL SERVICE • LONG-TERM RENTAL

DIE KRANSPEZIALISTEN S.A. USED CRANES AND TRUCK LOADERS FOR SALE



CONTACT:

Tel: +352 2610 8555
Fax: +352 2610 2269
info@crane.lu
www.crane.lu
7A, Am Brill
L-3961 Ehlang

COMPLETE LIST OF CRANES AVAILABLE @ www.crane.lu

CRANES FOR SALE - VISIT OUR NEW WEBSITE : WWW.RIVERTEKSERVICES.COM



2001 IHI 1000-5, 100 Ton Crawler Crane



NEW IHI 70 Ton Crawler Crane, Full Spec



2002 HITACHI 50 Ton Crawler Crane, 43 Metre Main Boom



1996 HITACHI 50 Ton Crawler Crane, 43 Metre Main Boom, only 3,800 hrs

KATO & TADANO Truck Crane's,
From 1992 - 20002001 KATO 8 Ton Truck Crane only
27,190 km, Mint Condition

2008 KATO 35 Ton City Crane



2003 TADANO 35 Ton City Crane



2001 KATO 25 Ton City Crane



NEW KATO SR200R, 20 Ton



2000 KATO 25 Ton City Crane



2007 KATO 13 Ton City Crane

RIVERTEK SERVICES LTD

Coolowen, Blarney, Co. Cork, Ireland

PHONE (021)-4385342 or 4381314. FAX (021) 4381504.

(From UK & N. Ireland please call 00 353 21 4385342 or 00 353 21 4381314)

E-MAIL : info@rivertekservices.com

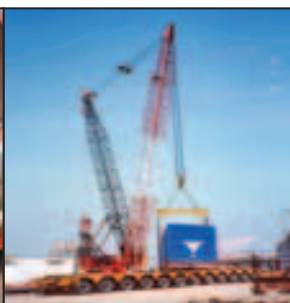
CRANE PARTS:

EXTENSIVE RANGE OF GENUINE NEW & USED JAPANESE CRANE SPARE PARTS
IN STOCK, including Engines, Gearboxes, Slew Rings.

BUY DIRECT FROM THE CRANE SPECIALISTS
We can ship to ANY major Port worldwide



**Crescent Services established to provide
 Transportation, Construction, Erection and
 other services for industries and projects,
 with over 66 years of experience.**



Tel: +92 21 2310885 - Fax: +92 21 2310886 - www.crescentservices.com.pk



Hitachi - Sumitomo SCX900-2 2007 90 T

**Immediate availability
of quality plant and
construction equipment
worldwide**



Kobelco CKE 700 2006 70 T



Sumitomo LS 238 1992 100 T



Kobelco 7065 1991 75 T

Check our website:
www.borcherts.com



or contact us at: heiko.koop@borcherts.com

Tel: +31 - 653 652 522

Fax: +31 - 514 569 186

**Young Hitachi and Kobelco
crawler cranes in stock!**



Buy used with confidence,
for a long term healthy business

POTAIN

Ibergruas, exclusive dealer for all over Spain

Ibergruas
Search the top

Tel: +34 91 408 59 36

www.ibergruas.com

Wanted Used Cranes

We are the 9th Largest Crane Hiring Company in the World and Largest in India having a fleet of 350 Cranes, we purchased 58 New Cranes during last two years which includes;

★ LR 1750 x 2 Nos. ★ CC2800-1 x 4 Nos. ★ LR 1400/2 x 20 Nos. ★ KOBELCO CKE 2500-1 x 25 Nos.

WE WANT IMMEDIATELY (following Used Cranes)

CRAWLER CRANE (Preferred Models)

TEREX-DEMAG CC 8800	TEREX-DEMAG CC 2800-1	DEMAG CC 2400/ CC 2600
LIEBHERR LR 1750	LIEBHERR LR 1600/2	LIEBHERR LR 1400/2
MANITOWOC M 250	MANITOWOC M4100W S-2	MANITOWOC M4000W

TRUCK TELESCOPIC BOOM CRANE (Qty. 8-10 Nos., Year : 1985-1995) Preferred Models:-

LIEBHERR LTM-1100	LIEBHERR LTM-1120	DEAMG AC-265	DEAMG AC 615
LIEBHERR LTM 1140	LIEBHERR LTM-1160	KRUPP KMK-5100	DEMAG HC-190



SANGHVI MOVERS LTD.

PUNE 411033 (INDIA)

Contact : Mr. R S Desai (Mobile +91-9823066417)

Tel. : +91-20- 66744700, Fax: +91-20-66744724

E-mail : r.desai@sanghvicranes.com

sushant@sanghvicranes.com

Worldwide specialists in heavy lifting and transport

More equipment available www.mammoettrading.comLiebherr LTM 1200/1
Cap. 200 tonLiebherr LTM 1500
Cap. 500 tonGrove GMK 5200
Cap. 200 tonGrove GMK 7450
Cap. 450 tonZoomlion QUY 260
Cap. 260 tonSennebogen 5500-HD-SL
Cap. 180 tonDemag CC 2800
Cap. 600 tonDemag AC 50-1
Cap. 50 ton**Cranes**

REF NR	MANUFACTURER	MODEL	CAP	YOM	BOOMLENGTH	FIXED JIB	LUFFING JIB	REMARKS
951	Demag	AC 50-1	50	2004	40 Mtr	17,6 Mtr		
864	Terex	RT 665	65	2003	33 Mtr	17,3 Mtr		
834	Liebherr	LTM 1080/1	80	1998	48 Mtr	19 Mtr		
636	Grove	GMK 5100	100	2000	51 Mtr	18 Mtr		
806	Liebherr	LTM 1120/1	120	1999	56 Mtr	28 Mtr		
664	Sennebogen	5500 HD-SL	180	2001	52,3 Mtr		52,3 Mtr	
708	Grove	GMK 5200	200	2001	60 Mtr	13-40 Mtr		
945	Liebherr	LTM 1200/1	200	2004	60 Mtr		36 Mtr	
1727	Zoomlion	QUY260	260	New	83 Mtr		60 Mtr	
944	Liebherr	LTM 1300-1	300	2003	60 Mtr	42 Mtr	70 Mtr	Incl. Superlift
1720	Demag	AC 350	350	2003	56 Mtr	49,4 Mtr	71,4 Mtr	Incl. SSL
1693	Grove	GMK 7450	450	2008	60 Mtr		73 Mtr	
1071	Liebherr	LTM 1500	500	2000	50 Mtr		63 Mtr	Incl. TY Superlift
1399	Liebherr	LTM 1500	500	1999	50 Mtr		91 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
020516	Demag	CC 2800	600	1999	84 Mtr		84 Mtr	Incl. Superlift
020507	Demag	CC 2800	600	1999	84 Mtr		72 Mtr	Incl. Superlift
430	Demag	CC 4800-3	800	1986	66 Mtr		66 Mtr	Incl. Superlift

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

www.mammoettrading.com

MICHELSENS✓ **DIRECTLY FROM OWNER**✓ **EXCELLENT CONDITION**✓ **TECHNICAL SERVICE DIARY AVAILABLE****Immediately available**

- Liebherr: LTM 1030/2 - LTM 1040/1 - LTM 1150
- Grove: GMK 2035 - GMK 3050 - GMK 4080 - GMK 6200 - GMK 7450

Complete list at MICHELSENS.EU

- Tel: +32 477 75 65 50
- Mail: cranes4sale@michielsens.eu

IMPERIAL CRANE SALES INC.**Cranes For Sale by Owner***All Machines Owned by Imperial Crane and Located in the United States***CRAWLER CRANES**

- 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**\$1,700,000**
- 2000 Link-Belt LS-138HII**, 80-ton cap, Isuzu diesel, 200' main boom, 60' jib, LMI, 3rd drum, block and ball**\$380,000**
- 1999 Link-Belt LS-138HII**, 80-ton cap, Isuzu diesel, 200' main boom, 60' jib, LMI, 2 drums, block and ball**\$360,000**
- 2009/2010 Sany SCC-1500**, 170t cap, 265' main boom, 102' jib, 2 drums, Cummins diesel eng, heat & A/C, LMI, ctwt self-erection, 2 hook blocks and ball. New warranty. 3rd drum and luffer optional.**\$1,075,000**
- 2009/2010 Sany SCC-1000**, 110t cap, 236' main boom, 82' jib, 2 drums, Cummins diesel eng, heat & A/C, LMI, ctwt self-erection, 2 hook blocks and ball. New warranty. 3rd drum optional**\$810,000**
- 1992 Manitowoc M80**, 80ton cap, 150' #42 main boom, 40' jib, Cummins diesel eng, LMI system w/ anti-2 block, 3rd drum, 36" pads, block and ball.....**\$325,000**

ROUGH TERRAIN CRANES

- NEW 2009 Tadano GR600XL-1**, 80t cap, 144' main boom, 32'-58' jib, Mitsubishi eng, 2 winches, LMI system, hot water heat w/ A/C, block and ball**\$625,000**
- 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**\$495,000**
- 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**\$410,000**
- 2007 Tadano TR600XL-4**, 60-ton cap 138' main, 32'-58' bi-fold jib, Mitsubishi dsl eng, 2 winches, Tadano AML-L LMI sys, hot water heat & A/C, 3rd party certified, B & B**\$425,000**
- 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**\$340,000**
- 2000 Link-Belt RTC-8040 II**, 40-ton cap 105' main, 28'-51' swing-away jib, Cmns dsl eng, LMI/anti-2 block sys, 2 winches, propane heat, 3rd party certified, hook B & B.. 4 to choose from.**\$170,000**

- 2000 Terex RT230**, 30 ton cap., 94' main, Cummins engine, 3rd party certified, block & ball.....**\$135,000**
- 2002 Terex RT-665**, 65ton cap, 110' main boom, 57' jib, Cummins eng, LMI system, heat & A/C, new Nelson 3 axle boom dolly, block and ball.....**\$280,000**

TRUCK CRANES

- 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 LMI system, heat & A/C, new Nelson 3 axle boom dolly, block and ball.....**\$1,995,000**
- 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, block and ball.....**\$1,350,000**
- 2001 Liebherr LTM-1080-1/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**\$520,000**
- 1995 Krupp KMK-6300**, 300ton cap, 174' main boom, 207 fixed' jib, 240' luffing jib, Mercedes diesel eng upper/lower, 20.5 R25 tire, 2 winches, LMI system, block and ball.....**\$1,550,000**
- 1996 Grove GMK-5175**, 175ton cap, 161' main boom, 58' swing-away jib, 2 winches, Mercedes diesel eng upper/lower, 20.5 tires, LMI system, block and ball.....**\$700,000**
- 2001 Grove GMK-5120B**, 120ton cap, 167' main boom, 111' jib, 2 winches, 16.00 tires, 2 axle boom dolly, LMI system, block and ball**\$795,000**
- 2004 Grove GMK-3055**, 60ton cap, 141' main boom, 49' hyd. jib, 2 winches, Mercedes diesel eng, 16.00 tires, LMI system, block and ball.....**SOLD**
- 2004 Grove TMS-500E**, 40ton cap, 95' main boom, 45' jib, Cummins diesel eng, 1 winch, LMI system, block and ball.....**\$210,000**
- 2000 Terex T-340**, 40ton cap, 94' main boom, 49' jib, Cummins diesel eng, 1 winch, LMI system, block and ball.....**\$175,000**

MATERIAL HANDLER

- NEW 2009 Barko 695MH**, 46' 2 pc boom, Isuzu engine, 95" hydraulic elevating cab (17.5' eye level), 54" turntable bearing, hydrostatic 4WD carrier w/ solid tires, joystick controls, outriggers, Rotobec 1 yd 4 tine grapple w/ rotator, new machine warranty. 88,000# operating weight. 51' 2 pc boom optional...**\$465,000**

IMPERIAL CRANE SERVICES, INC.

Jeff Bohne Cell: 708-267-9006 - Greg McCauley Cell: 708-267-9008

www.imperialcranesales.com - Email: gmccauley@imperialcranesales.com**Tel: 708-598-2300**

SMK Baumaschinen & Kran Handels GmbH
 Shillinghofstrasse 34a, A-5023 Salzburg
 Tel: +43 662 890 2 89-0 Fax +43 662 890 2 89-66
 Mobil: +43 664 401 76 28, Mobil: +49 160 979 33 777,
 Web: www.smk-cranes.com Mail: info@smk-cranes.com

USED CRANES FOR SALE

DEMAG	CC	6800	1250t	BJ 08 new	DEMAG	AC	100	100 t	BJ 02
DEMAG	CC	2800	600 t	BJ 06	LIEBHERR	LTM	1090/2	90 t	BJ 97
LIEBHERR	LTM	1500	500 t	BJ 01	LIEBHERR	LT	1080	80 t	BJ 79
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	1070.4.170 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

Morrow Equipment
exclusive distributor of Liebherr tower cranes.

*...your tower crane source
 for the US, Canada, Mexico
 Australia and New Zealand.*

Sales
 Rental
 Service
 Parts
 Engineering
 Training

P O Box 3306 Salem Oregon 97302 USA www.morrow.com
 +1 503 585 5721 Fax +1 503 363 1172 info@morrow.com

LIFT - N - LOCK®

Lift and move heavy loads safely and conveniently with **J&R Engineering** hydraulic boom gantries as detailed in this brochure. The exclusive **LIFT-N-LOCK®** feature holds up the load in the event the lift cylinder loses pressure. Other exclusive patented safety features include Stabilizer bars, Octagon booms, Load sensing, Digital height indicating system and Oscillating header plates. Field proven models up to 1800 ton capacity and lift heights up to 100 feet. Crawler mounted gantries up to 700 ton capacity and other specialized lifting and transportation equipment available.

J&R Engineering Company, Inc.

Tel: +1 (262) 363-9660
 Fax: +1 (262) 363-9620

E-mail: jreng@execpc.com
 Web Site: www.jrengco.com

Skagit Winches FOR HIRE

Model	Pull/lbs	Ft.	W/R
RB-150	300,000	6,750	2"
DTW-150	240,000	3,100	3-1/4"
DTW-100	190,000	3,300	2"
MD-97	220,000	2,750	2"
RB-97	190,000	3,250	1-3/4"
RB-90	140,000	3,300	1-1/2"

RASMUSSEN Equipment Company rasweb@rasmussenco.com
 www.rasmussenco.com

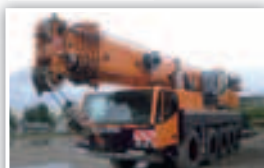
Seattle, WA • Phone: (206) 762-3700 • Fax: (206) 762-5003
 Belle Chasse, LA • Phone: (504) 392-0442 • Fax: (504) 392-0107

KranAgentur Werner GmbH & Co. KG

You will find more than just your used crane with us ...



Grove RT 9130E
 Lifting capacity 120to, 49 m boom, year 2008,
 4x4x4, 400 working hours



Demag AC 120-1
 Lifting capacity 120to, 60 m boom, year 2007,
 10x6x8, 12500 KM, 2770 working hours

We offer all manufacturers, all types, in all ages — and should we not have a suitable crane right on hand, we can arrange it for you!

We provide complete management for buyers and sellers, including letters of credit, transport arrangements and customs — right up to your doorstep!

Trust our long experience.

Take a look and contact us. We will answer your questions immediately and will consult you reliably, competently and professionally.

For more information visit our website:

**KranAgentur Werner
 GmbH & Co. KG**

Hallplatz 7j
 66482 Zweibrücken, Germany
 Phone: +49 (0) 6332 48 58 26
 Fax: +49 (0) 6332 48 58 37
 Mail: info@KranAgentur.de

www.KranAgentur.de



Our actual usedcrane-offer



Code	Manufacturer	Type	Tons	Drive	Year
256	P+H	Omega S 15	15/18 to	4x4x4	1979
55036	Palfinger / Iveco	PK 19000	19mt-7,25 to./max. 9.90m-1580 kg	6x6	1995
58584	Krupp	KMK 2020	20/22 to	4x4x4	1994
58626	Hydrokran	Saturn 25	25/30 to	4x4x4	1993 VWU
62342	Demag	AC 25	25 to	4x4x4	1999
58514	Palfinger / MAN	PK 28000 EL	3 to / 28 mt	6x4	1986
61154	PPM	ATT 335	30 to.	4x4x4	1997
62199	Faun	HK 35	35 to	6x4x2	2001
61859	Liebherr	LTM 1030/2	35 / 38,5 t	4x4x4	2001
61366	Tadano Faun	RTF 40-3	40/45 to	6x6x6	1998
61247	Sennebogen	HPC 40	40 / 44 to.	8x4x4	2008
61311	Tadano Faun	RTF 40-3	40/45 to	6x6x6	2000
61150	Liebherr	LTM 1040/1	40/45 to	6x4x6	1997
61090	Terex-Demag	AC 40	40 / 44 to.	6x6x6	2007
61376	Terex	TC 40L	40 / 44 to.	6x4x2	2008
61858	Terex-Demag	AC 40-1	40	6x6x6	2002
61248	LIEBHERR	LTF 1045-4.1	45 / 50 to.	8x4x4	2007
60050	Grove	GMK 3050	50 / 55 to	6x6x6	2001
60879	Tadano Faun	HK 50 / MAN	50 to	8x4x4	2005
61144	GROVE	GMK 3050	50 to.	6x6x6	2004
61359	Terex-Demag	AC 50-1	50 / 55 to.	6x6x6	2008
61147	Demag	AC 50	50 / 55 to	6x6x6	2002
61148	Tadano-Faun	ATF 50-3	50 / 55 to.	6x6x6	1998
61255	Tadano-Faun	ATF 50G-3	50 / 55 to.	6x6x6	2008
61301	PPM	ATT 590	50 / 55 to.	6x6x6	1996
61302	Demag	AC 155	50 / 55 to.	6x4x6	1993
61712	Liebherr	LTM 1050-3.1	50 / 55 to.	6x4x6	2008
61143	GROVE	GMK 3055	55 to.	6x6x6	2004
61385	LIEBHERR	LTM 1055	55 / 60 to.	6x6x6	2009
61776	GROVE	GMK 3055	55 to.	6x4x6	2009
61952	Tadano-Faun	RTF 60-4	60 / 70 to	8x6x8	1992
61158	Liebherr	LTM 1060-2	60 / 66 to	8x6x8	2001
62228	Liebherr	LTM 1060-2	60 to	8x6x8	2001
60276	Tadano-Faun	HK 60/Actros	60 to	8x4x4	2008
60892	Liebherr	LTM 1060-1	60/70 to	8x6x8	1994
61300	Tadano Faun	ATF 60-4	60/70 to.	8x6x8	2000
62162	Tadano-Faun	ATF 60-3	60 to	6x6x6	2006
61779	Liebherr	MK 63	63mt - 8 to. - 9 m / 1,8 to - 36 m	6x6x6	2009
61346	Tadano-Faun	RTF 65-4	65 / 75 to.	8x6x8	1994
61361	Tadano-Faun	ATF 65-4	65 / 70	8 x 6 x 8	2008
58670	Liebherr	LTM 1070	70/77 to	8x8x8	1994
58029	Grove	GMK 4070-1	70 to	8x6x8	1998
60895	Tadano Faun	ATF 70-4	70 / 75 to	8x6x8	1996
61371	Tadano-Faun	ATF 70-4	70 / 75 to.	8x8x8	2001
61384	LIEBHERR	LTM 1070-4.1	70 / 77 to.	8x4x8	2008
60440	Peiner	ABK 42-80	73 mt / 42 m-1,4 to	8x4x6	2000
58094	Grove	GMK 4075	75 to	8x6x8	2001
58576	Grove	GMK 4080	80 / 90 to	8x6x8	2001
58540	Krupp	KMK 4080	80 to	8x6x8	1994
60034	Palfinger / MB-Fahrq.	PK 85002 F	80 mt	8x4	2008
60044	Tadano Faun	RTF 80-4	80/88 to	8x6x8	1996
61155	Liebherr	LTM 1080/1	80/90 to	8x6x8	1999
60073	Tadano Faun	ATF 80-4/90-4	80 / 88 to	8x6x8	2005
61345	Liebherr	LTM 1090-2	90/99 to	8x8x8	1998
60884	Liebherr	LTM 1090-1	90/100 to	8x8x8	1994
61692	Gottwald	AMK 100-53	90 / 110 to.	10 x 6	1982
62203	Tadano-Faun	ATF 90G-4	90 to.	8x8x8	2008
61383	Liebherr	MK 80	93 mt / 42m - 1.7 to	8x6x8	2002
60685	Liebherr	MK 80	93 mt / 42m - 1.7 to	8x6x8	2005
58755	Grove	GMK 5095	100/130 to	10x8x10	2008
58557	Grove	GMK 4100-L	100/110 to	8x6x8	2009
61074	Terex-Demag	AC 100-5	100 / 110 to.	10x6x8	2008
61258	Grove	GMK 5095	100/130 to	10x6x10	2009
61374	Terex-Demag	AC 100-4	100 / 110 to.	8x6x8	2008
62260	Grove	GMK 5100	100 / 110 to.	10x4	2001
62251	Demag	AC 100	100 / 110 to.	10x6x8	2000
61202	Krupp	KMK 5110	110 / 120 to.	10x6x8	1994
61254	GROVE	GMK 5110-1	110 / 120 to.	10x6x10	2008
61313	Liebherr	MK 110	8 t/14 m - 1,8 t/52 m	10x8x10	2006
61735	Tadano-Faun	ATF 110G-5	110/130 too	10x8x8	2008
61688	Tadano-Faun	ATF 110G-5	110/130 to	10x8x8	2005
61378	Demag	AC 120-1	120	10x6x8	2009
62343	Faun	ATF 120-5	120 to	10x8x10	1997
62355	Liebherr	LTM 1120/1	120 to.	10x8x10	2000
61253	Grove	GMK 5130-2	130 / 145 to.	10x6x10	2008
61252	Grove	GMK 5130	130 / 145 to.	10x6x10	2008
61742	LIEBHERR	LR 1130	130 to.	Raupe	2003
58620	Liebherr	LTM 1160-1	160/175 to	12x8x10	1994
61261	Liebherr	LTM 1160-5.1	160 / 175 to.	10x8x10	2008
61363	Tadano-Faun	ATF 160 G-5	160 / 180 to.	10x8x8	2008
62258	Liebherr	LTM 1160/2	160 / 175 to.	10x8x10	1999
61333	Tadano Faun	ATF 160G-5	160 to	10x8x8	2005
61774	GROVE	GMK 5170	170 / 185 to.	10x8x10	2009
61737	GROVE	GMK 5200	200 / 220 to.	10x8	2004
61713	Liebherr	LTM 1200-5.1	200 / 220 to.	10x8x8	2006
61961	Demag	AC 200-1	200 to	10x8x8	2004
60080	LIEBHERR	LTM 1220/5.1	220 / 240 to.	10x8x8	2005
60074	GROVE	GMK 6220 L	220/250 to	12x8x12	2004/wu 09
62338	Tadano-Faun	ATF 220G-5	220 to	10x8x8	2007
60085	Terex-Demag	AC 250-1	250 to	12x8x10	2007
61734	Liebherr	LTM 1250-1	250 to	12x8x10	2002
61161	Liebherr	LG 1280	280 / 300 to.	16x12x12	1975
61001	Liebherr	LR 1280	300 to	Raupe / crawler	2009
60896	Liebherr	LTM 1300	300/330 to	14x8x10	1999
61091	GROVE	GMK 6300	300 / 330 to.	12x8x12	2009
62315	Liebherr	LTM 1300-1	300 to.	12x8	2003
62165	Liebherr	LTM 1300	300 to	14x8x10	1991
61733	LIEBHERR	LTM 1400-7.1	400 / 450 to.	14x8	2006
62287	Liebherr	LR 1400-2	400 / 450 to.	Raupen	2002
62316	Grove	GMK 7450	450 to.	14x6x14	2008

Allkran®
Hellmich GmbH

... over 30 years
craneexperience!

Am Schwarzbach an der B 44 · D-64560 Riedstadt-Erfelden
Tel. +49 (0)6158/1884-0 · Fax +49 (0)6158/6929

Sales: www.allcrane.de · info@allcrane.de

Renting: www.hellmich-kranservice.de · info@hellmich-kranservice.de

You need more details and pictures? Please visit www.allcrane.de

Hellmich
Kranservice GmbH

Crane rental company in
Germany with lifting
capacities up to 350 tons.

www.PARTGLOBAL.com

QUALITY CRANE SPARE PARTS

YOUR ULTIMATE
CRANE SPARE PARTS
ONLINE SHOPPING WEBSITE



NISSAN DIESEL
SUMITOMO

MITSUBISHI
HITACHI

KATO
TADANO

KOBELCO
P&H



**GS320 Wireless
Wind Speed
Indicator**

- ▶ 1300 meter range
- ▶ 2 year battery life
- ▶ 2 year warranty

web: loadsystems.com
email: sales@loadsystems.com

LSI
Load Systems International

Immo CRANES GmbH

KRANE CRANES GRUAS GRUE

Tel: +49 (0) 2365 69 88 20
Fax: +49 (0) 2365 69 88 210 D-45770 Marl
We speak German, English, Spanish and Russian
mail@immo-cranes.com - www.immo-cranes.com

Best investment for your future at bottom prices!
Further cranes coming soon - Prices on request Subject to alternation and prior sale. Colour variation possible

		
40 t, Demag AC 40, 2003	40 t, Faun RTF 40-3, 1992	45 t, PPM Terex ATT 530, 1994
		
80 t, Grove GMK 4075, 2001	80 t, Krupp KMK 4080, 1994	80 t, Demag AC 80, 2005
		
90 t, Liebherr LTM 1090-2, 1999	140 t, Krupp KMK 5140, 1993	140 t, Demag AC 140, 2004
		
160 t, Grove / Krupp KMK 5160, 1995	180 t, Grove GMK 5180, 2000	400 t, Liebherr LTM 1400, 1998



Your partner in Scandinavia

KRANGÅRDEN
HeavyLift

*A leader when
planning and
executing heavy
lift jobs*

*No limits on weight,
size or geography*

Sindalvej 10 • DK-2610 Roedovre
Tel. +45 97 42 45 00 • www.krangarden.dk
heavylift@krangarden.dk

Member of the **BMS** group, Denmark

FOR SALE

PLEASE OFFER YOUR USED MOBILE CRANES FOR SALE

ALL TERRAIN CRANES

50T	GROVE	GMK 3050	1998
50T	GROVE	GMK 3050	1999
60T	FAUN	ATF 60-4	1999
60T	LIEBHERR	LTM 1060-2	2003
80T	GROVE	GMK 4080	1998
80T	GROVE	GMK 4075	2001

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

LATTICE BOOM

100 T	GOTTWALD	AK 85	1987
-------	----------	-------	------



Van Schaften Trucks B.V.
Polderweg 74
3125 KE
Schiedam
Holland

Telephone: +31 (0)10 4157488
Mobile: +31 (0)65 3246922
Fax: +31 (0)10 4624902
Email: johan@trucks-r-us.eu
Web: www.trucks-r-us.eu

KTR



BUY AND SELL USED CRANES
WE CAN REPAIR OR BUY YOUR DAMAGED CRANES



ATF 60-4 1999



ATF110G-5, 2 winches
2 inserts located in the USA

FOR SALE

LIEBHERR	GROVE
LTM 1250-6.1, 2004	GMK 5100 2008, 2 winch 2 insert
LTM 1200, 2001	GMK 5200, 2005
LTM 1090-4.1, 2004	GMK 5220, 2007
LTM 1090-2, 1999	GMK 6250, 1999
LTM 1500, 2002	GMK 6350, 2009
LTM 1160, 1999	GMK 7550, 2009
TADANO FAUN	DEMAG
ATF110G-5, 2006	AC200, 2005
ATF60-4, 1999	AC200, 2008 6 Axle +1
	AC300, 2009
	AC500, 2008
	AC665, 1997
	AC700, 2008

PLEASE OFFER US YOUR USED CRANES FOR SALE

CRANES-REPAIR-PARTS
Holland Tel: +31(0)651580921
E-mail: info@ktrcranes.com - www.ktrcranes.com

CRANEPART



specialising in
COLES-GROVE-KRUPP



Cranepart caters for most Makes and Models of Crane both old and new and specialises in those Parts you find difficult to locate

CONTACT BRIAN REYNOLDS

Cranepart Ltd Unit 7F, Riverside Road Industrial Estate,
Southwick, Sunderland, Tyne & Wear, SR5 3JG
Tel: +44 (0) 191 5169881 Mobile: +44 7713 061888
Fax: +44 (0) 191 5169645
email: parts@cranepart.co.uk

www.cranepart.co.uk



**Your partner in
used tower cranes**

**MULTI CRANE
INTERNATIONAL**

Chr. Huygensweg 21, 2408 AJ Alphen aan den Rijn, the Netherlands
Tel +31 172 440481, Fax +31 172 442340, info@multi-crane.com
www.multi-crane.com




CURRENT INVENTORY

(1) 170 Ton 2007 Demag AC140 - \$950,000
300 Ton 1999 GROVE GMK6300B - \$1,250,000
(2) 200 Ton 1998-1999 LIEBHERR LTM1160/2 - P.O.R.
(2) 90 Ton 1999 LIEBHERR LTM1080/1 - \$500,000 each

ALL CRANES PRICED ABOVE INCLUDE DELIVERY TO PORT OF HOUSTON

E-mail: coltoncrane@yahoo.com
Tel: +1 714-228-1285 • Fax: +1 714-228-9920
www.coltoncrane.com



**PVE CRANES & SERVICES,
WORLDWIDE RENTAL AND
SALE OF CRAWLER CRANES**

**We have a constant stock of 70 cranes ranging
from 50 ton up to 1000 ton**



Liebherr LR8255,
piling/drilling rig



Liebherr LR1300,
300 ton capacity



Kobelco CKE2500,
250 ton capacity



Liebherr LR1750,
750 ton capacity



Demag CC2800,
600 ton capacity



Kobelco SL6000,
600 ton capacity

Krausstraat 14-16 • 3364 AD Sliedrecht, The Netherlands
T +31 (0)184 425 949 • F +31 (0)184 424 820
info@pvecranes.com • www.pvecranes.com

+ offices in: Curaçao - Dubai - Jacksonville - Singapore

www.pvecranes.com

Custom Solutions for Your Transportation Needs

HOLLAND DOLLIES




All wheel steer, dual hydraulic Plate Holland Dollies working in the boating industry

Hydraulically driven, all wheel steer custom dolly working in the bridge industry

Holland Moving & Rigging Supplies, Inc.
Tel: 1-641-585-3430 www.movingriggingsupplies.com

HINEMAN CRANE SALES LIMITED

GROVE GMK 7450	ALLTERRAIN	450T	2004	FAUN ATF70-4	ALLTERRAIN	70T	1998
LIEBHERR LTM1500	ALLTERRAIN	500T	2002/8	DEMAG AC60	CITYCRANE	60T	2002
LIEBHERR LTM1250	ALLTERRAIN	250T	2005	DEMAG AC50/1	ALLTERRAIN	50T	2003
GROVE GMK5200	ALLTERRAIN	200T	2003	GROVE GMK3050	ALLTERRAIN	50T	2001/6
LIEBHERR LTM1120	ALLTERRAIN	120T	1995	LIEBHERR LTM 1040 2.1	ALLTERRAIN	40T	2007
FAUN ATF110 G-5	ALLTERRAIN	110T	2006	DEMAG AC35L	ALLTERRAIN	35T	2004
FAUN ATF80-4	ALLTERRAIN	80T	2004	PPM 350ATT	ALLTERRAIN	30T	1999
PPM 900ATT	ALLTERRAIN	80T	2000	GROVE GMK2035	ALLTERRAIN	35T	2001
LIEBHERR LTM1070	ALLTERRAIN	70T	2005				

For further information on the above machines, contact: John McCulloch
TEL: +44 (0) 1794 322777 FAX: +44 (0) 1794 322070
MOBILE: 0044 (0) 7785 291922
E-mail: sales@hinemancranes.com or John@hinemancranes.com



1st CLASS USED CRANES

**For our up to date
used crane list, please
click on:**

www.tadanofaun.de

TADANO FAUN GmbH
P.O. Box 10 02 64

91205 Lauf / Germany
(close to Nuremberg ✈)

2. HAND

Hotlines

Tel.: +49 (0) 9123/955 - 121/136

E-mail: used@tadanofaun.de
Fax: +49 (0) 9123 / 955 - 111



www.micocrane.com

7065 West Pointe Blvd. #320
Orlando, FL 32835, USA
Tel : 1- 407-244-5555
Fax : 1- 407-244-1213
Email: sam@micocrane.com

"We ship around the World"



CRANES FOR SALE

All Terrain Cranes:

2006 Liebherr LTM 1030 2.1	35 T
2005 Liebherr LTM 1040 2.1	40 T
2005 Liebherr LTM 1045 3.1	45 T
2000 Liebherr LTM 1050 / 1	50 T
1996 Faun ATF 50-3	50 T
2006 Liebherr LTM 1055 3.1	55 T
2000 Liebherr LTM 1060/2	60 T
1999 Faun ATF 60/4	60 T
1999 Demag AC 80	80 T
2000 Liebherr LTM 1100/2	100 T
2006 Demag AC 100-4	100 T
2008 Demag AC 140	140 T
2005 Grove GMK 5130	130 T
2008 Liebherr LTM 1160 5.1	160 T
2006 Demag AC 200	200 T
2003 Liebherr LTM 1200/1	200 T
2008 Liebherr LTM 1250 6.1	250 T
2003 Liebherr LTM 1400/1	400 T
2000 Demag AC 500	500 T

Crawler Cranes:

1999 Manitowac M21000	900 T
2008 Demag CC2800-1	600 T
2000 Demag CC2800	600 T
1997 Demag CC2600	500 T
1999 Demag CC1800	300 T
2008 Zoomlion GU1260	260 T
2001 Kobelco CK2500	250 T
1999 Manitowac 999	250 T
2009 Kobelco CK2000-III	200 T
2009 Kobelco CK1600-III	160 T
1995 Kobelco CK 7080-100	100 T
2009 Kobelco CK1000-III	100 T
2009 Kobelco CK850-III	85 T

Rough Terrain Cranes:

2008 Tadano GR5000L-1	80 U/I
2007 Tadano TR5000L-4	80 U/I
2008 Tadano GR6000L-1	60 U/I
2008 Tadano GR5000L-1	50 U/I
2008 Tadano GR3000L-1	30 U/I
2009 Terex RT-1120	120 T
2009 Terex RT-1000	100 T
2009 Terex RT-710	80 T
2009 Terex RT-645	65 T
2009 Terex RT-555-1	50 T
2009 Terex RT-335X	35 T



UNIC & Mobile Cranes Körner



Used mobile
cranes for sale

- 35 t LIEBHERR LTM 1035, year 88
30 + 14,5 m, 6x4x6
- 35 t GROVE GMK 2035, year 98
29 + 15 m, 4x4x4
- 40 t DEMAG AC 40-1, year 99
32 + 13 m, 6x6x6
- 45 t FAUN ATF 45-3, y. 2002
30 m + 15 m, 6x6x6
- 50 t GROVE GMK 3050, y. 1998
38,1 + 15,0 m, 6x4x6
- 70 t GROVE GMK 4070, y. 1997
38,1 + 16,0 m, 8x6x8
- 90 t KRUPP KMK 5090, year 92
41 + 16 m, 10x6x10
- 110 t KRUPP KMK 5110-1, year 95
46 + 32 m, 10x6x8
- 110 t FAUN ATF 110G-5, y. 2007
52,5 + 16,0 m, 10x8x8

UNIC & Mobile Cranes Körner GmbH
Alte Kaserne 23, 47249 Duisburg, Germany
Tel: 0049(0)203-7136876-0
Fax: 0049(0)203-7136876-19
www.unic-mobilecranes.de
info@unic-mobilecranes.de

SLEW RINGS



- NEW
- RECONDITIONING
- EXCHANGE



ELST - THE NETHERLANDS

Tel: + 31 481 374784

Fax: + 31 481 376665

e-mail: info@vmanen.com

Web: www.vmanen.com



EUROPE-CRANES

WORLDWIDE PURCHASE, SELLING & PROCUREMENT

Tel: +49 (0) 8252 70553 10 - Fax: +49 (0) 8252 70553 11
office@europe-cranes.com

<p>LIEBHERR LTM 1030-2 30 t YEAR 2002</p>	<p>LIEBHERR LTM 1050-1 50 t YEAR 1995</p>	<p>FAUN ATF 65G-4 65 t YEAR 2008</p>
<p>GROVE GMK 4075 75 t YEAR 2004</p>	<p>LIEBHERR LTM 1090-2 90 t YEAR 1999</p>	<p>DEMAG AC 100 100 t YEAR 2000</p>
<p>LIEBHERR LTM 1120-1 120 t YEAR 2000</p>	<p>GROVE GMK 5180 180 t YEAR 2000</p>	<p>LIEBHERR LTM 1250-1 250 t YEAR 2002</p>
<p>DEMAG CC 2500-1 450 t YEAR 2006</p>	<p>GROVE GMK 7450 450 t YEAR 2004</p>	<p>LIEBHERR LTM 1500 500 t YEAR 1999</p>

www.europe-cranes.com



ISO 9001

CRANES FOR SALE:

Liebherr LTM 1040	2006
Liebherr LTC 1055	2005
Liebherr LTM 1070	2005
Liebherr LTM 1095	2006
Liebherr HS855HD	2007

Pekkaniska is an International heavy lifting, heavy transport and lifting equipment rental company. Currently Pekkaniska has permanent offices and several projects in Russia, Estonia, Latvia, Lithuania, Ukraine and Finland. Over 100 cranes from a 40 ton mobile crane to a 1350 ton crawler crane. Over 7000 access platforms all types and sizes. Please visit our website for more information, or contact our sales by email at cranes@pekkaniska.com.

www.pekkaniska.com



KOBELCO CRANES TOP PERFORMANCE ALL THE WAY

KOBELCO CRANES Co., Ltd.
TOKYO, JAPAN
Tel: 00-81-(0)3-5789-2130
Fax: 00-81-(0)3-5789-3372
intlsales_cr@kobelconet.com

KOBELCO CRANES MIDDLE EAST FZE
Sharjah, U.A.E.
Tel: 00-971-(0)-6-557-8114
Fax: 00-971-(0)-6-557-8115
miyashita@kobelconet.com

KOBELCO CRANES
NORTH AMERICA INC
Houston, Texas, U.S.A.
Tel: 00-1-(0)-713-856-5755
Fax: 00-1-(0)-713-856-9072
jack_fendrick@kobelconet.com

KOBELCO CRANES
SOUTH EAST ASIA PTE. LTD
Singapore
Tel: 00-65-(0)-6268-1308
Fax: 00-65-(0)-6268-2490
okadata@kobelconet.com

KOBELCO CRANES CO., Ltd.
Shanghai Office for CHINA
Tel: 00-86-(0)-21-5382-0120 or 0811
Fax: 00-86-(0)-21-5382-2090
syo@kobelconet.com

KOBELCO CRANES EUROPE Ltd.
FOR U.K. AND IRELAND:
Tel: 00-44-(0)-1473-716-302
Fax: 00-44-(0)-1473-716-301
andrew_brown@kobelconet.com
FOR MAINLAND EUROPE
Tel: 00-31-(0)-36-549-5510
Fax: 00-31-(0)-36-549-5520
jos_verhulst@kobelconet.com

www.kobelco-cranes.com

KOBELCO