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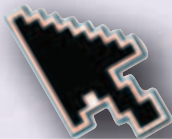
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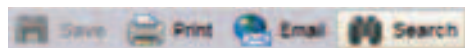
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SEPTEMBER 2010
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cranes

AND SPECIALIZED TRANSPORT

Used equipment
Remote controls
TopLift preview
Auctions

Tower cranes



Official magazine

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Tel: +86 731 88928263 Fax: +86 731 88928278

E-mail: overseas_marketing@zoomlion.com

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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 Americas LLC
3726 E. Ember Glow Way,
Phoenix, AZ 85050, USA.
Ph: +1 480 659 0578, Fax: +1 480 659 0678
e-mail: americas@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: cathyjiao@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 Potesta
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)216 302 53 82
Fax: +90 (0)216 302 08 10
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

KHL TEAM

EDITOR

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

GROUP EDITORS

Lindsey Anderson
Lindsay Gale
Sandy Guthrie
Maria Hadlow
Murray Pollok
D. Ann Shiffier
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 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 Moccicki
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 Storkvik
Direct tel: +44 (0)1892 786201
e-mail: katy.storkvik@khl.com
EDITORIAL DIRECTOR
Paul Marsden
PUBLISHER
James King



Giving consideration to other people is more than just a "nice" thing to do. It should be an obligation and it is doubtless a prerequisite without which many activities, for example, operator training, are less effective.

What highlighted this subject of consideration and responsibility this month is another new arrival in my family. As might be expected there was a sudden reawakening of an awareness of the important things in life. Other things that came to mind included wondering what the future holds, feelings of an even greater need to plan ahead and a strong sense of value in recording things for posterity.

Taking photos or video or sound recordings of people to capture a memory of them is most often done with a view, often unconsciously, to helping you – the person behind the camera and not in the shot – to remember things. Try thinking about it from a different angle; take the photos with a view to them being of value to someone other than yourself, for example, your descendants.

When they get old and you are long gone, instead of leaving them with endless images of themselves when they were young, they might be glad to have pictures of you to help them remember you and learn. Apply the same to your friends and other contemporaries. If those who succeed you have an interest in history then the kind of forethought to have recorded it from that point of view when it happened is invaluable.

Considering other people right from the beginning and having the foresight to do things with a view to benefiting them in future are admirable qualities to be universally encouraged. While it has innumerable benefits in, for example, increasing the effectiveness of operator training, the real secret is in the initial "training" or development (parenting) of the individual from birth, something that goes some way towards engendering the processes of thinking and planning as automatic behaviour.

ALEX DAHM

Editor

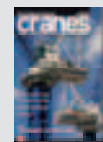
Correspondence is welcome and should be sent to:
The Editor, International Cranes and Specialized Transport,
Southfields, Southview Road, Wadhurst, East Sussex TN5 6TP, UK



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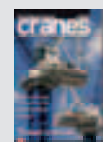


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ON THE COVER



Four new generation Favelle Favco tower cranes are building the Pinnacle in London, UK. See the extensive feature report starting on page 15.

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MEMBER OF



Tiong Woon stays positive

The heavy lift and haulage division of Singapore-based Tiong Woon Corporation Holding (TWC) contributed the largest share of revenue in the 12 months up to 30 June 2010, but turnover was lower than last year.

Group net profit after tax and non-controlling interest was S\$23.9 million (US\$17.6 million) on turnover of S\$148.4 million (\$109.6 million). This compares with S\$42.3 million

(S\$31.2 million) and S\$202.3 million (\$149.2 million) in the previous 12 months.

Heavy lift and haulage provided 71% of total revenue for the company. Turnover at the division was lower than the previous year at S\$105.4 million (\$77.7 million), compared to S\$130.6 million (\$96.3 million). This resulted from fewer integrated projects being undertaken by the group in Asia Pacific, said the company.

Revenue from the Marine Transportation division improved 28% to S\$13.9 million (\$10.3 million), thanks to two new charter contracts totalling S\$3.0 million (\$2.2 million), which required externally chartered vessels to meet customer specifications.

For the full year, the group recorded a profit before tax of S\$28.1 million (\$20.7 million) against S\$50.8 million (\$37.5 million) the year before. As the biggest contributor to revenue, heavy lift and haulage also brought the largest share of profit before tax at S\$23.9 million (\$17.6 million).

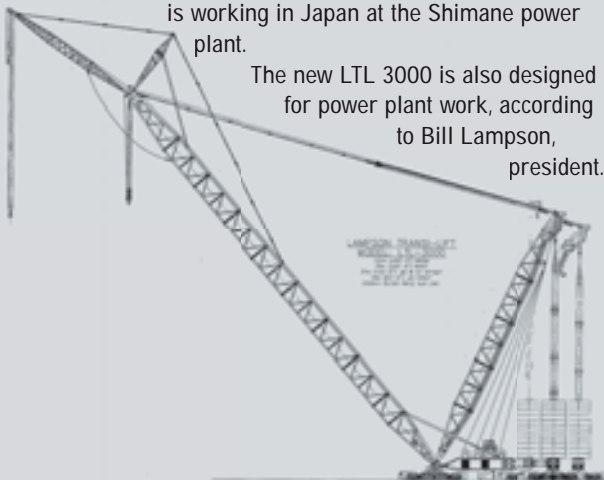
Ang Kah Hong, TWC chairman and managing director, said the global economy is recovering gradually, although there has been some uncertainty over the strength and sustainability of the recovery. "Taking a longer run perspective, our expectations for the business and the group remain optimistic. We will continue to improve efficiency and contain costs. At the same time, we will strengthen and enhance our capabilities through regular upgrading of our fleet and through employee training programmes," said Ang.

3,000 TONNER FROM LAMPSON

Lampson International has a new heavy, heavy lift crane in development - the LTL 3000. Lampson signed a contract with Hitachi in December 2009 for the new 3,000 ton capacity machine scheduled for 2011 delivery.

The new crane will be modelled after the LTL 2600, which Lampson built for Hitachi several years ago. The crane is working in Japan at the Shimane power plant.

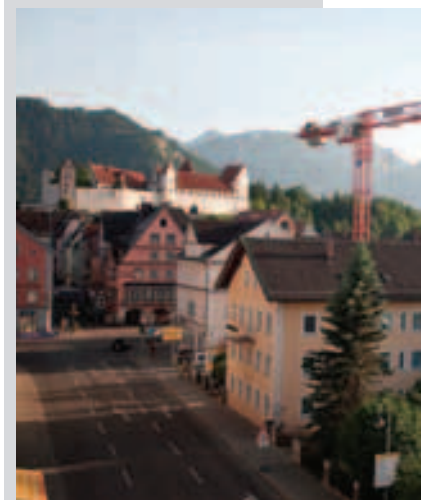
The new LTL 3000 is also designed for power plant work, according to Bill Lampson, president.



CENTRAL ROLE

A Wolff 6015.8 clear tower crane has been at work in Füssen, Germany since April on the extension of the inner-city Schöll hotel.

As the construction site offers no storage space, an innovative solution needed to be found to convey the prefabricated concrete elements. "A notable feature of this crane is its tower system, which has a cross-sectional dimension of just 1.5 m," said Peter Völker, managing director and owner of the operating company Kranprofis Allgäu GmbH. "This enabled us to erect the construction crane without difficulty within the narrow 1.7 x 2 m elevator shaft."



Tower crane conference announced

International Tower Cranes 2011 is a new top-level one day conference and networking dinner for tower crane users and manufacturers worldwide. ITC 2011 will be held in central London, UK on 12 May 2011.

Organised by KHL Group, publisher of *International Cranes and Specialized Transport*, the event will be the culmination of extensive consultation and research. It has the backing of the UK's highly-respected Tower Crane Interest Group, part of the Construction Plant-hire Association.

The conference programme

has yet to be finalised, but is expected to include the global launch of new best-practice guidelines on the climbing - or jumping - of tower cranes, published by the TCIG and the CPA.

Other subjects covered are likely to include:

- the implementation of EN 14439
 - analysis of recent high-profile accidents
 - technological innovations
 - the latest thinking in management and training.
- Alex Dahm, IC editor, explained, "Moves to increase the harmonisation of tower

**INTERNATIONAL
IC TOWER
CRANES**
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CONFERENCE & DINNER

crane standards and improve safety in the wake of a series of high-profile accidents means that tower crane issues are of great importance to a wide global audience that includes manufacturers and rental companies, contractors, contracts managers and developers."

■ More details will be announced as soon as they become available. In the meantime, for further information, please contact Graham Anderson at graham.anderson@khl.com or on +44 (0)1865 318123, or John Austin at john.austin@khl.com or on +44 (0)1892 786220.

Topower acquired by Terex

Terex Corporation will acquire 65% of privately held Chinese crane manufacturer Topower.

Jinan-based Shandong Topower Heavy Machinery Manufacture Co Ltd (Shandong Luneng Everbright Heavy Machinery Co Ltd) designs and manufactures crawler, gantry, derrick and bridge cranes. It was established in 2007. Offered is a range of hydraulic crawler cranes from 70 to 360 tonnes capacity branded EBHM.

Terex has also announced a joint venture with Fujian South Highway Machinery Company (NFLG) for manufacturing mobile materials processing equipment in China.

"These actions further

escalate the growth opportunity for Terex in China, which has been steadily expanding with the addition of our Terex Port Equipment facility in

Xiamen, and our new aerial work platforms factory, nearing completion in Changzhou," said Ron DeFeo, Terex chairman and chief executive officer.

RUSSIA TARGETED BY TEREX

Terex Cranes has entered into an agreement to sell all terrain and rough terrain cranes in Russia.

The deal will give JVM Equipment International Ltd., based in Ireland, exclusive distribution of Terex cranes in the European zone of Russia through its Russian subsidiary JSC Kwintmadi.

According to Terex, JSC Kwintmadi previously represented Grove/MCG in Russia and has a 17-branch sales and service network across the European Russia area, with headquarters in Moscow. The European zone of Russia comprises districts one, two, three and four of the Russian Federation.

"Russia is a strategic market for Terex Cranes and this new partnership with JVM Equipment and JSC Kwintmadi is an excellent opportunity for us to focus on Russian market prospects," said Thomas Hartmann, Terex Zweibrücken sales director. "With JSC Kwintmadi's customer intimacy and strong network, Terex will be able to secure much closer customer relationships and enhance its service offering rapidly."



"The acquisition of Topower will strengthen Terex's position in the crawler crane market in China," said Rick Nichols, Terex Cranes president.

Terex expects to complete both deals before the end of 2010.



B&G acquisition completed

Private equity investment firm The Sterling Group has completed the acquisition of B&G Crane Services in the USA.

Houston, Texas-based private equity investment firm Sterling said it financed the

deal, for an undisclosed sum, with equity primarily from Sterling Group Partners II and debt financing from Wells Fargo Capital Finance, BNP Paribas, Capital One Leveraged Finance and Whitney Bank.

"B&G has spent over 60

years building a blueprint for success in the crane and heavy rigging industry throughout Southern Louisiana. We are thrilled to combine forces with The Sterling Group and duplicate this success in other regions of the Gulf Coast. Our combined experience and resources create great opportunities for growth and continued success in the industry," said Xavier J. Grilletta Jr., who will remain CEO of B&G and continue working alongside other family members and senior management.

QUARTET IN TURKEY

Four Potain special application tower cranes are working on a major hydropower dam project in Turkey.

The US\$1 billion Boyabat Dam, in the northern province of Sinop, will significantly expand Turkey's capacity to help meet the growing demand for electricity.

Working on the project are two MD 1100 and two MD 2200 tower cranes. They are the largest and most powerful Potain special application tower cranes. Main contractor Dou naat purchased the cranes specifically for the Boyabat project. It is building the dam for Turkish utility giant Boyabat Elektrik Üretim.

In addition to moving the conveyor trusses for pouring concrete, the four on-site special application cranes are lifting reinforcement bar, penstocks and other components, as well as pouring concrete.

The 64 tonne capacity MD 2200s are working with full 85 m jib at Boyabat. By the end of the project, they will reach heights of 104 and 225 m. Elevators for the operators are set inside the mast system on the MD 2200s.

The 40 tonne capacity Potain MD 1100s are working with 55 m jibs, although they can accommodate up to 80 m. One MD 1100 will eventually reach a working height of 120 m and the other will reach 137 m.





NEWS HIGHLIGHT

■ Altec in the USA has developed a tilt cab option for all of its riding seat crane models. The new cab allows the operator to adjust the angle of the cab from 0 degrees to 20 degrees above horizontal, with hydraulic power, the company said. The new tilt cab will allow operators to have better vertical visibility and less neck strain. In addition, the tilt cab is forward of the centreline of rotation, providing better horizontal visibility when rotating the crane clockwise.

Gottwald's test pass

Jindal Steel & Power Limited (JSPL), India, has completed the performance trial of its new Gottwald G HMK 6407 B mobile harbour crane in continuous-duty coal handling.

With an average capacity of more than 1,000 tonnes an hour, the 4-rope grab crane unloaded a Panamax vessel, carrying 62,324 tonnes of coal, in 61 hours, 2 minutes. "We are very satisfied with the results achieved," said Amulya Kumar Das, JSPL manager ports. "We were particularly impressed by the peak rates, i.e. a peak

Nordic Crane Group signs deal with Cramo

European equipment rental specialist Cramo's Norwegian business has signed a five year co-operation agreement with Nordic Crane Group. NCG is one of the largest crane rental companies in Scandinavia, with 300 cranes and 30 depots in Norway and Sweden.

As part of the deal, Cramo is acquiring Hego Maskinutleie A/S, a small Bergen-based rental company owned by Nordic Crane Bergen. Cramo said that the deal, which covers the whole Nordic region, will generate revenues of approximately Nkr 100 million (€12.7 million).

Mr Finn Løkken, managing director of Cramo in Norway,

said; "Nordic Crane Group is one of the leading mobile crane suppliers in Scandinavia, and this new co-operation agreement will offer our customers an even better service and product range in the Nordic region.

"Bergen is also an important investment area for us. Acquiring Hego Maskinutleie AS strengthens our presence in and around Bergen area."

NCG was established in 2008 with the merger of Kynningsrud Kran and Stangeland Kran. The company employs more than 400 people and had revenues of Nkr 700 million (€88.5 million) in 2009.

HAVATOR NETS €6 MILLION DEAL

Scandinavian crane and transport specialist Havator Group has been contracted by Betongmästarna i Sverige for the installation of concrete structures on the Stockholmsarena construction project in Sweden.

Havator's contract, worth around Euro 6 million, includes the installation of the frame elements, the roof elements, the girders, the arch structures and the outer wall elements of the new arena. Around 20,000 elements of various types will be installed.

"We have a long history of co-operation with Betongmästarna i Sverige, and we are very pleased that they have chosen us as their installation partner for this demanding project. In addition to the installation work, installation cranes are part of our delivery scope," said Jussi Yli-Niemi, Havator Group CEO.

Stockholmsarena is a sports and event centre with a seating capacity of 30,000. The new arena will be next to Globen, the existing national indoor arena.

The developer is the City of Stockholm via SGA Fastigheter, a city-owned company. Working for PEAB Sverige, Betongmästarna i Sverige will deliver the frame structures for Stockholmsarena. Work starts in November 2010.

capacity of 1,526 tonnes per hour and the maximum peak handling of 28,634 tonnes per 24 hour."

JSPL already has one 4-rope grab Gottwald mobile harbour crane, delivered in 2009. The G HMK 6407 B, a Model 6 variant, with a lifting capacity of up to 100 tonnes and a 50 tonne grab curve, is capable of servicing bulk carriers up to Capesize.



NEWS HIGHLIGHTS

■ Frank Bardono has stepped down as AmQuip Crane Rental president and CEO. Bardono will maintain his relationship with US-based AmQuip through a new board position and will retain his shareholding, AmQuip said. It will be business as usual at the crane rental major, according to Richard Bard, AmQuip board chairman and CEO of Bard Capital Group, an investor in the company. "All issues previously directed to Frank Bardono will be handled by Al Bove, COO who joined AmQuip last December," Bard added. "We thank Frank for taking us through this transition since our acquisition in 2007," said Yuki Narula, a director of AmQuip who represents the largest shareholder, Alpoint Capital Partners.

■ Huisman will design, construct and install a 4,000 tonne offshore mast crane and a pipelay tower for Heerema's new deep water construction vessel. It will be used for J-lay and reel-lay operations in ultra deep water. Installation of the equipment is scheduled for 2012 and 2013, partly at the DSME yard in South Korea and partly at the Huisman quay in Schiedam, the Netherlands. The mast crane design was selected for the vessel because of the small footprint and small construction weight of the crane, said Huisman. It will be constructed in China.

■ Expanding its network of international distributors to six, spreader manufacturer Modulift has appointed Alnasr Technical Trading Agencies (ATTA) as exclusive distributor in the UAE. While Modulift already supplies equipment to companies in the region, including Al Jaber Heavy Lift, it wanted to expand its sales network. Abu Dhabi-based ATTA, a specialist in supplying the oil and gas industry, received its first delivery of Modulift stock in June.

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Bigge launches super heavy lifter

US lifting and transport company Bigge has unveiled what it claims is the world's greatest super crane. The AFRD will "completely revolutionise the way nuclear power plants will be constructed," Bigge said.

It is designed to be scalable to meet the size and lifting capacities required. Benefits cited by Bigge said that construction schedules will be improved and erection sequences will be more

flexible. Bigge said that the first two units of the super heavy lift crane are in production and scheduled to be in service in 2011.



■ Look out for more details as they become available.

CHINA INTERNATIONAL CRANE SUMMIT

Eric Etchart, president of Manitowoc Cranes, is the latest senior industry figure to join the list of speakers at the inaugural China International Crane Summit which takes place in Shanghai in November.

Etchart joins a programme of experts from around the world, including Bryan Cronie, Asia Pacific regional safety director at Mammoet, and Graham Brent, executive director at the USA's National Commission for the Certification of Crane Operators.

Cronie will speak on working at height regulations and Brent on the role of certification in crane safety and how it works in the USA. Eric Etchart will focus on the critical issues facing the crane industry worldwide and how customers' needs are changing.

Other top speakers include Su Zi Meng, China Construction Machinery Association secretary-general, who will give the opening welcome speech, and Li Hua Bin, general manager of Shanghai Jinheyan Equipment Rental.

TEREX ATLAS PURCHASE

Atlas Maschinen in Germany has completed its purchase of Terex Atlas UK and renamed the company Atlas Cranes UK Ltd.

Atlas Maschinen is the loader crane and specialized excavator manufacturing business acquired by Fil Filipov from Terex earlier in 2010. The new company has reverted to the old Atlas logo and orange colour. Filipov said that the new name will be the only change. Manufacturing will remain centred in Delmenhorst, Germany, and sales, service and support in Bradford, England.

"Atlas has a strong identity in the UK and is a widely recognised and respected name. The Atlas brand and Atlas colours will be used, with no changes to the company's current infrastructure. Our main objective will be to focus on quality, customer service, cost improvements, lead time reductions and the expansion of our product offering," said Filipov.



NEWS HIGHLIGHT



■ Manitex International in the USA has secured orders for boom trucks, rough terrain cranes and rough terrain forklifts worth US\$5 million.

The orders, for delivery in the third and fourth quarters of 2010, were placed by Manitex dealers, North West Crane, Ltd. and Cropac Equipment, Inc.

They will provide support services to the energy sector in western Canada, as well as to the general construction segment in eastern Canada.

"We are optimistic these recent orders signal the start of a continued upturn in western Canada, and show continued strength in the eastern Canada market," says Scott Rolston, senior vice president of sales and marketing at Manitex International.

Senn puts 1,200 tonner to work

Swiss rental company Senn has tried out its new 1,200 tonne capacity Liebherr LTM 11200-9.1 telescopic mobile crane for the first time.

Mont Crosin in the Swiss Jura Mountains will be home to a group of eight new wind turbines. To install the 2 MW turbines built by Vestas at a hub height of 85 metres, the crane needed to move a gross load of 80 tonnes at a hook height of 113 metres. The LTM 11200-9.1 was rigged with 52 m of telescopic boom with Y-guy system, 20 m lattice extension, and 48 m luffing fly jib, as well as 182 tonnes of ballast.

Commenting on the choice of crane for this job, company owner Jörg Senn, said, "This 1,200 tonne telescopic crane from Liebherr only needs a very small area to be assembled and erected, and that is particularly important in areas such as here in the Jura where nature can be extremely sensitive."

Senn ordered the world's largest telescopic mobile crane

mainly for wind power system installations as the renewable energy source is steadily increasing in importance in Switzerland. Senn is placed 158th in the *International Cranes and Specialized Transport* magazine original

ranking of the world's largest crane-owning companies. It was listed for the first time in the June 2010 issue of the ranking that is now in its 14th year. Senn has 14 cranes, 11 of them Liebherrs, and a workforce of 250.



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Stock markets lost ground in August as concerns over the economic recovery took their toll on share prices. CHRIS SLEIGHT reports

In the Doldrums

August was a poor month for the stock markets, as pessimism over the economic outlook took hold, depressing share prices. It is not normally a particularly dynamic month on the markets in any case, as volumes fall over the Northern hemisphere vacation period and activity is subdued as a result.

This year, however, saw a marked slump in most markets around the world. Most pronounced was the 4.97% decline for Japan's Nikkei 225. The index was driven down not only by the uncertain economic picture but, also, by the continued long-term appreciation of the Japanese Yen, which is sapping the earnings potential

of Japan's export-orientated manufacturers.

But Japan was not alone in seeing a slump. There was also a 1.89% decline for the Dow in the USA over the same five-week period from week 30 to 35. The only major stock market to show some resilience was the UK, where the FTSE 100 managed a moderate gain of 1.37% over the same period.

Considering this rather downbeat month, the 0.74% decline for the IC Share Index was not as bad as it could have been. Although all the companies listed in the index saw their share prices fall over the five-week period, there were no disastrous collapses. The biggest fall was Manitowoc's 7.50% slip-up, and most of the other

companies in the index were limited to small single-digit declines.

Another positive factor as far as the Index was concerned was the strengthening of the Yen. The IC Share Index measures capitalisation of the market – the share price multiplied by the number of shares outstanding – in Dollar terms, and for non-US companies, the share price is converted at the prevailing exchange rate.

So even though a company like Tadano saw its Yen share price fall over the five-week period, in Dollar terms the company was actually worth more at the end of week 35 than at the end of week 30. This is why the IC Share Index suffered only a marginal fall, while almost all the companies that make it up had heavier losses.

Flat year

Looking over the longer term, the IC Share Index has only put on 9.24% in value over the last 12 months. This illustrates what a directionless year the stock markets are having compared to the rally of 2009 and the collapse of 2008.

Movements on the markets so far this year have been characterised by a series of mini rallies and collapses. There are, of course, opportunities to profit from this if you can call the highs and lows correctly but the reality is that there is no strong overwhelming sentiment in one direction or the other.

Until the economic picture becomes clearer and there is more certainty for investors, expect this pattern to continue.

AUGUST IC SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	CHANGE	% CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
IC Share Index*		298.03	295.83	-2.20	-0.74	270.81	9.24
Dow Jones Industrial Average		10467	10269	-198	-1.89	9581	7.19
FTSE 100		5289	5362	73	1.37	4899	9.45
Nikkei 225		9537	9063	-474	-4.97	10534	-13.97
Hitachi Construction Machinery	YEN	1758	1718	-40	-2.28	1914	-10.24
Konecranes	€	25.00	24.70	-0.30	-1.20	20.20	22.28
Kobe Steel	YEN	181	176	-5	-2.76	175	0.57
Manitowoc	US\$	10.27	9.50	-0.77	-7.50	6.78	40.12
Palfinger	€	18.18	17.00	-1.18	-6.49	15.50	9.68
Tadano	YEN	425	420	-5	-1.18	459	-8.50
Terex	US\$	19.44	19.41	-0.03	-0.15	16.91	14.78

*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
EN	86.95	84.02	-2.94	-3.38	93.64	-10.28
€	0.7652	0.7813	0.0161	2.10	0.7009	11.47
UKE	0.6402	0.6493	0.0090	1.41	0.6170	5.22

Period: Week 30 - 35



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New generation

A new generation of Favelle Favco cranes takes the challenge in London, UK. HEINZ-GERT KESSEL reports

With its height of 288 metres The Pinnacle, also known as The Bishopsgate Tower, will be the centrepiece of London's financial district. It will be taller than the nearby Heron Tower which stands at 230 m in the UK's capital city.

The 63 storey office tower is going to set a landmark by the twisting design of its roof and curling patterns in the façade. Like the "Gherkin", also in the neighbourhood, the new building will have a double-layered skin to reduce energy consumption. Containing more solar panelling than any other building in the UK, the 2,000 square metres of photovoltaic solar cells integrated in the façade are designed to generate 200 kilowatts of electricity.

The Pinnacle is surrounded by the busy Bishopsgate, the Deutsche Bank building and the Hiscox Syndicates building. Demolition of existing buildings on the site was completed in 2008. Sixty of the largest ever piles in the UK were then sunk into the ground to 65.5 m below street level before excavation work started.

In October 2009 the first of four Favelle Favco tower cranes, specially ordered by main contractor Brookfield Construction (UK) Ltd, was installed on the site to deliver building material for the basement construction while excavation work was ongoing. During the pre-construction service period, Brookfield brought in experienced experts from Dubai and Australia to optimise the construction plans and logistics of the site. From the structural construction point of view Brookfield changed the original design in opting for a concrete core, giving a much



The Favelle Favco luffers installed for the prestigious Pinnacle project in the heart of the City of London are working under very cramped site conditions

stiffer back bone to the building than the former planned pure steel construction.

Towers for all

When the project is in full swing, the core will be about 20 storeys above the steel work. In addition, the cranes serving the core will have to fit into the small lift shafts of the building and maintain clearance with the jump form structure. Due to the shape of the construction site, the centre distance between the two cranes in the building core is just 17.93 m, while at the same time 42 m working radius is necessary to cover the site and to reach the only two access areas where construction



When looking up at the cranes from the bottom of the excavation, the calculated distance of just 2.799 m between the machinery decks appears as though you could easily jump from one crane to the other



A close up of the unique compact tower systems of just 1.9 x 1.9 m size that were chosen for the two internal climbing Favelle Favco cranes. To carry crane uppers with up to 50 tonnes lifting capacity on 47 m free standing towers with minimum deflection requires reinforced 8.3 tonne heavy base sections with six bolts per corner. These are combined with 7.1 tonne heavy upper tower sections requiring four bolts per corner

TOWER CRANES

material can be delivered. In addition to general lifting work, the 25 tonne steel columns have to be handled by the tower cranes.

For full site coverage two additional external climbing tower cranes have to be positioned at the edge of the building site. To further complicate the crane planning, it must be considered that one of the internal climbing cranes, TC2, has to be climbed externally after reaching level 34 as the core drops at this location. TC1 remains an internal climbing crane topping out the building after 15 stages with the slewing ring 269 m above foundation level.

In addition to special steel grids in the foundation area to support the cranes, purpose made steel supports have to be designed where the shaft shape becomes eccentric in correspondence to the mast centre of the cranes. Consideration to nearby high buildings and other sites must be considered for the crane installations.

Confronted with the many restrictions, one leading European crane manufacturer asked Brookfield to change its construction scheme to enable four tower cranes into the project, recalls Dean Mitchell, Brookfield project manager, with a smile. For Brookfield it was clear that the project required special custom designed cranes which could also be a benefit for future cramped city site projects.

Luffing jib cranes are the only answer for such restricted site conditions. As Craig Taylor, Brookfield fleet manager, points out, two additional aspects were critical for the tower crane concept for the Pinnacle



The hydraulic power pack inside the slewing unit runs the band brake, slew lock, hydraulic buffer and the climbing system

site. First, the requirement was for a very small mast size on the internal climbing cranes, especially in relation very high lifting capacity requirement. Capacity needed to be 25 tonnes at 17 m radius and even to 22 m on TC1.

Second, out of service space required by the luffing jib cranes should be, as a minimum, achievable. From the Jost topless luffers, the benefit of placing the jib in a steep position in parked conditions is well known in London, but for high capacity cranes, this device was missing until now.

Listen in

Brookfield found an open ear for its wishes concerning the crane design by Favelle Favco and went through a two year intensive co-operation with the its project group and the crane manufacturer's engineers before the first crane was delivered. The four Favelle Favco cranes meanwhile on site are the first Favco cranes in Great Britain since the development of Canary Wharf in 1989, which were US-built Link-Belt designs.

In addition, the newcomers are also the very first electrically driven Favelle Favco cranes in Europe. They represent a global combination of crane technology in accordance with all relevant national and the European standards. To ensure legal operation of the cranes HSE (Health and Safety Executive) was invited by Brookfield to attend the crane project in the early design steps.

The drive units and slewing systems, including the DC hoist winches, Flender gear units, Siemens slew motors and Siemens frequency inverters for stepless control were supplied by Krøll in

The crane cabin with electrical cabinet forms one unit which can be mounted on either side of the machinery deck corresponding to particular construction site conditions. To change the cabin to the opposite side, just floor plates and handrails have to be re-orientated at the cabin platform



Denmark. Like Favelle Favco, Krøll is part of the Muhibbah Engineering Group. The steel structures were manufactured in Malaysia by Favelle Favco. It is the first time that the two members of the same group have co-operated like this for the European luffing jib crane market.

In out of service position, the crane boom can be stored at 12 m radius using additional hydraulic buffer rams. They are beside the conventional spring buffers and act against the boom, preventing it from rebounding if there is wind pressure from the front. As a second unique feature the cranes have an hydraulically operated slew park brake that mechanically blocks the internal slew ring teeth.

Safety conscious

To enhance safe working conditions, Brookfield opted for additional band brakes on the winches as a second



Besides locking the boom against hydraulic buffers when parked under very restricted conditions, a second unique feature is found in the hydraulically operated slew park brake. It mechanically blocks the internal slew ring teeth so the crane needs no weathervaning

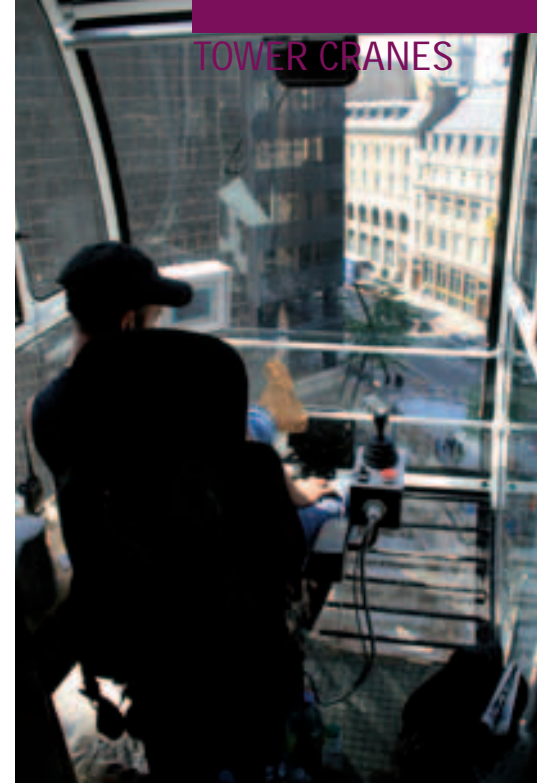




Inside the air conditioned cabin the touch screen load moment indicator is designed to give the operator a clear and continuous picture of actual operating conditions. Behind the driver's seat is the electrical cabinet. Siemens frequency inverters allow stepless control

The two external climbing cranes on the site have the same boom length and hoisting units but different tower systems and load moments. While the MK380 (TC3) is rigged on a 44 m tall tower made up of 2.4 x 2.4 m square tower sections, the MK440, (TC4) is set up on a 28 m tall 2.7 x 2.7 m square sized tower for the basement construction of the building.

At a later stage it will be relocated outside the footprint of the building next to Bishopsgate. At the time of writing in early August it was waiting for a new crane base to be poured. It was delayed to install the >



TOWER CRANES

Variable speed electric motors supplied by ABB are coupled to the winch drums via yellow reduction gearboxes supplied by Flender. Each winch has two independent braking mechanisms, including a (red coloured) band brake

independent braking mechanism. An hydraulic power pack in the crane's slew well has two stages of operation. The first stage is used for operating the band brake while the cranes are working and for the slew lock and hydraulic buffer for the parking position. The second stage operates the climbing system to raise the height.

Not allowing the cranes to weathervane means additional forces acting on the tower system, exacerbated by the lift shaft dimensions restricting mast size. Favelle Favco chose a very stiff mast system leading to unique limited deflection. Both core climbing cranes, the MK440 (TC1) with 50 tonnes capacity in two fall operation, and the MK380 (TC2) with 32 tonnes capacity on two falls, are mounted on 47 m free standing towers of 1.9 x 1.9 m horizontal dimension.

The stronger 5.8 m long base tower sections are connected by six bolts per corner while four bolts are used on the lighter upper sections. Under the maximum calculated load, the corresponding deflection of the 47 m tower is not more than 0.505 m. Counterjib radius is 7.65 m on the MK440 and 7.48 m on the MK380. At maximum calculated backward deflection there is a minimum distance of 1.82 m between the two core crane machinery deck tails.

These figures indicate, however, that the 45.8 m booms should be stored in opposite directions in parking position when they are luffed into a steep position.

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TOWER CRANES

underground supply infrastructure for the building. The crane will then be raised to a 48 m free standing version and externally climb alongside the building to 224 m mast height with six ties.

The cabins with integrated electrical cabinets can be fitted in the field on either side of the machinery deck. For the external climbing cranes the most suitable side was chosen by the site manager to minimise space problems when climbing down the crane alongside the building façade.

On the move

During the project the cranes will be relocated several times. This will include changes of the rigging condition. TC2, for example, started in the project as the first crane with TC6, rigged on the concrete foundation of TC4 inside the building's excavation, to cover the basement construction area with 64.2 m boom. When the other cranes arrived it was



The MK380 demonstrates its ability to cope with the nearby office towers at the corner of the construction site next to the British Land development where soon other luffing jib cranes will put further restrictions on the slewing radius of the Favelle Favco crane

relocated into the core of the building and the boom had to be shortened. It was then renamed TC2.

The tower for TC4 was installed on a second set of anchors in the concrete base where formerly TC6, with its slim internal tower, was standing. At the busy Bishopsgate, permissions for any road closures required for tower crane erection are granted under strict regulations and authorisation must be sought at least three months ahead of work when every attempt is made to reduce the need for mobile crane assistance.

Due to the split-deck design of the machinery deck, the heaviest crane component is 13.9 tonnes for the hoist winch with 600 m rope. A 200 tonne mobile crane can be used to install the first crane and dismantle the last, climbed down, one. All other crane rigging, relocation and de-rigging work during the project will be carried out by the tower cranes on site.

Speeding up the crane rigging procedure are fixed counterweight, made up of steel plates, and erection pendants that hold the boom foot during boom assembly. Service, rigging and climbing work is carried out by tower crane specialist Bennetts Cranes Limited.

According to Craig Taylor, working speed was a further issue leading to the decision to order Favelle Favco luffing jib cranes. All tower cranes on the site can

Never before have 50 and 32 tonne capacity luffing jib cranes had to be installed as close together in Europe as they are on the Pinnacle construction site in London



The MK440, with 50 tonne lifting capacity in two line fall operation, is one of the largest construction cranes in the UK. The maximum lifting speed of 80 m/min can be doubled when the crane is changed into single fall operation for loads up to 25 tonnes. To speed up erection and reduce maintenance requirements 3.7 tonne steel ballast plates simply hang on the counterweight saw teeth at the rear frame of the machinery deck



At the time of writing in early August all four Favelle Favco cranes were working with 45.8 m boom. Note the bridle platforms on top of the booms for safe access to the bridle and pendant rope connection points during crane installation

be operated in one or two fall hoisting rope conditions. The MK440 is one of the largest capacity construction tower cranes in the UK. The main benefit, however, is the two fall operation, whereas European competitors currently would require four lines.

With the 200 kW winch a maximum speed of 80 m/min in two fall operation mode is possible, which is doubled as soon as the crane changes into single fall mode for loads up to 25 tonnes when half the final building height has been reached. For a comparable European luffing jib crane, the luffing rope reeving must be done with five or more rope sheave blocks in the bridle, while the MK440 will just have two. The 56 kW luffing winch provides a boom movement from maximum to minimum radius in just 90 seconds while European style luffers often need two minutes.

Operator comfort

In the operator cabins, touch screen load moment indicators providing the driver with a clear and continuous picture of the operation condition. At the back of the cabin two warning lights are installed indicating to other crane drivers and the site manager if the crane is parked with boom and slew lock.

The four cranes are responsible for all lifting work in the four sectors of the building. If a crane has to enter the working area of another one the site crane co-ordinator has to be informed. Also, due to the limited distance between the cranes, special lightning protection devices for each machine were arranged.

Even at first glance the four Favelle

The short tail radius of 7.48 m on the MK380 and 7.65 m on the MK440 are a special benefit when working under cramped conditions on inner city sites



Favco cranes appear to be purpose built for the multi-million pound Pinnacle project. Dean Mitchell at Brookfield recognizes a unique sales proposition in the new Favelle Favco cranes joining the Liebherr 160HC-L luffing jib crane in the company's tower crane fleet. He forecasts that the new Favelle Favco crane generation may become a common sight on other Brookfield city site locations.

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sales@lccranes.com
www.lccranes.com
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Hangzhou Comansa JIE Construction Machinery Co. Ltd

Tel. +86 571 8299-5555 | Fax. +86 571 8299 8555
export@comansajie.com.cn
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The fragile 300 tonne MCHJ column was 59 m long and 5.5 m in diameter. It was unloaded from the heavy lift ship onto a barge and then reloaded onto SPMT for travel to its installation point

Critical column

Despite restrictive site conditions heavy lift and specialized transport company Al Jaber still managed to save time on a refinery column replacement project in the United Arab Emirates. IC reports

ADGAS, part of the Abu Dhabi National Oil Company (ADNOC) group, is a leading player in the United Arab Emirates' energy sector. It owns and operates an LNG plant in Das Island, UAE. The plant consists of two identical trains with associated utilities commissioned in 1977 and a third train, with associated utilities commissioned in 1994, which produces LNG, LPG, pentane and molten sulphur.

The project was to replace the main cryogenic heat exchanger column (MCHE) in ADGAS Train 3 at Das Island. Improvements in the technical capability of MCHEs made ADGAS decide to replace the column.

In undressed condition it is 59 metres tall, 5.5 metres in diameter and weighs 300 tonnes. Completely dressed the column stands 59 metres tall, is 12.5 metres in diameter and weighs 455 tonnes. Another important point is that its centre of gravity is offset from the geometrical centre of the column.

ADGAS approached Al Jaber Heavy Lift (AJHL) to study and prepare the constructability report for all associated tasks and then hired the services of AJHL as a contractor to execute the job. AJHL had pre-assessed the critical aspects of the project during the initial feasibility study. In the final report to ADGAS, AJHL made proposals to overcome these difficulties to execute the job safely.

Time pressure

The biggest challenge was to minimise the time of replacement and tie-in of the exchanger. AJHL proposed to build two

temporary foundations about 50 metres from the existing column and to bring in the new column in a pre shut down phase. It would then be erected on one of the temporary foundations so that it could be dressed up and ready for tie-in during shut down in a minimum possible time.

The pre shut down phase of the project started with the preparation of a barge for receiving the MCHE directly from the heavy lift vessel. The column was received directly onto the barge *Al Jaber 37*. The barge then sailed to Das Island and berthed at the construction jetty where the column was off loaded. Subsequently the column was reloaded onto self propelled modular trailers (SPMT) and shifted to the site. Placement of the new bare column onto the temporary foundation was carried out safely.

During the shutdown the old column was removed from its existing foundation on 24 October 2009 and placed on the second temporary foundation. After two days, on 26 October 2009, the dressed up new column was shifted from its temporary foundation to the existing foundation and tied in with the plant as per the planned dates on the shut down schedule.

This unconventional methodology resulted in considerable reduction in the time that the plant was shut down, Al Jaber says.

Factors

Other major factors which made the project more critical included the site conditions, limited space in the plant for manoeuvring of trailers, and height

With a CC 2800 tailing, the CC 8800-1 lifts the new main cryogenic heat exchanger column upright

restrictions along the route from harbour to train 3. In addition Al Jaber had to contend with a jetty without any break water or roll on-roll off facility, an LNG loading jetty right beside them, the heavy traffic of LNG carriers and a limited draft available for barge berthing.

The available draft in Das island harbour and construction jetty restricts the heavy lift ships that can berth there. The 5,000 tonne capacity *Al Jaber 37* was chosen because it only draws around 2.5 metres draft for berthing in Das Island waters.

In addition, along the route from the harbour to train 3, LNG loading jetty supply lines cross the road, which restricted the transportation of the column from Das Island harbour to train 3. To solve this Al Jaber proposed to receive the column at the construction jetty onto its 56 axles of self propelled modular trailers and then transport it to the lifting point.

Due to a requirement of long reach with high capacity to erect the column from a 45 metre radius a 1,600 tonne capacity Terex Demag CC 8800-1 lattice boom crawler crane and a 600 tonne capacity Terex Demag CC 2800 lattice boom crawler crane were used as main and tailing cranes, respectively.

The most important aspect of the execution of the whole project was the co-ordination between client, other subcontractors and AJHL.

Arranging documentation from the local and government authorities, for example, security passes for personnel and equipment, work permits, etc were the integral requirements of the project. All these requirements were arranged on a timely basis by staff at the Abu Dhabi head office.

Making plans

Many planning sessions were held internally and also with the client to plan for the equipment and labour requirements and their mobilisation schedule to ensure that personnel and equipment were available in the Island on time ready for the lift.

Al Jaber's health and safety procedures and documentation are developed to international standards and they are comprehensively applied, according to the company. "Our quality procedures are fully certified and comply with ISO 9001-2004 and our personnel are all trained and externally certified to appropriate levels, which comply with international standards. This ensures that our teams



are capable of handling expensive and delicate equipment and are fully aware of the consequences and impact on project schedules if not handled correctly," explains a spokesperson.

Al Jaber reports that in 2009 it achieved 2.5 million man-hours without lost time accident. "We are delighted with this achievement which is the result of the combined efforts of AJHL management and staff together with the support and commitment of our customers," says Al Jaber.

To the satisfaction of the customer, Al Jaber completed both of the project shutdown phases ahead of the planned date

without any lost time accidents (LTA). The MCHE was so delicate that, for warranty purposes, the manufacturer installed vibration detection equipment inside the MCHE so vibration could be analysed after completion of each element of the work. Results were well within acceptable limits, according to Al Jaber.

Al Jaber cites this project as an example of how early involvement, teamwork, a meticulous approach to safety and operations, and an in-depth understanding of the client's needs and operational requirements can make it possible to work successfully in a restrictive and dangerous location.

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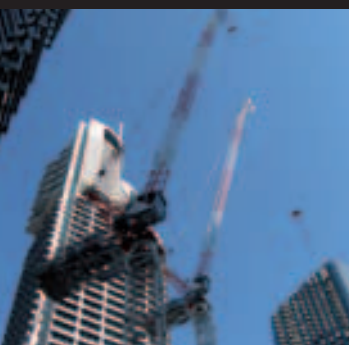
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New transport system from Trail King

The 6-line configuration of Trail King's new Modular Hydraulic Transport System (MHTS), with a 375,000-pound (170 tonne) load capacity, is the first off-road transport system to be engineered and manufactured exclusively in the USA, the company said.

While its stirrups and side plate design are engineered to be compatible for use with existing brands of line trailers, the MHTS offers features not found on models offered by other manufacturers, according to Trail King. An example is the air system, which includes drain fittings on each tank and an air dryer, and air tanks that are easily accessible for maintenance or removal and replacement.

In addition, the steering arms of the MHTS are positioned over 'dished' cross members so that they are more

Trail King enters the modular trailer market with its 375,000 pound capacity Modular Hydraulic Transport System

easily accessible for repositioning or replacement. To prevent build-up of dirt and grime that can interfere with steering arm performance or make repositioning more difficult, the steering arm mounting bosses are raised, not recessed.

The hydraulic system, which uses steel hydraulic lines throughout, is driven by a 20 hp (15 kW) water-cooled diesel self-contained unit for quieter operation. It is externally mounted so the hydraulic reservoir can be larger. The company said it is large enough to allow up to 20 lines.



At the Trail King launch of its new modular transport system, engineering vice president Robert Tilton, right, discusses the product with Bob Dieleman, centre, and Jim McGhie

TALBERT INTRODUCES DOUBLE SCHNABEL TRAILER

In the USA Talbert Manufacturing has introduced the 75 US ton (65 tonne) capacity double Schnabel trailer. Units are also available in single and multiple combinations for wind turbine towers.

The new unit has a 13-axle hauling configuration designed for two hauling applications - a 262 foot (80 m) wind tower base or a wind tower mid-section. The main upper-front and rear goosenecks are standard HRG style, and pinned in place on a column-style hydraulic Schnabel tower. The lower rear of the tower has two removable banana-style flange adapter plates for two tower sections. Units have both mechanical and remote rear steer capability.

For ease of operation and added safety, the upper Talbert power tower has removable and

adjustable upper guide tubes to minimise any rolling of the tower section during transport.

The front gooseneck is attached to a 3-axle jeep dolly with a 60 inch (1.52 m) sliding fifth wheel to assist with the proper load distribution. The rear gooseneck is attached to a 6-axle rear steer dolly that is rated for a 120,000 pound (54 tonne) load.

All six axles on the Talbert steer dolly are 10 feet (3 m) wide for increased roll stability and safety, the company said. The front three axles are fixed and non steerable. The rear three axles are designed for progressive steering as axle number six will steer a maximum of 30 degrees. The unit can also be adjusted to steer faster or slower depending on the length of tower section being transported.

All functions are controlled by wireless remote with wired pendant backup.

The self-locating tow bar has special notches in the tow bar plate that line up with the tops of the stirrups for alignment, making attachment of the tow bar to the unit more convenient, the company said. An air-activated locking system is designed to quickly, conveniently, and securely lock the tow bar in the transport position.

Other features and standard equipment include: a 55 degree maximum steering angle; a hydraulic stirrup pin for easy connect and disconnect to other lines; clearance lights, and brackets for strobe lights, flags, and wide load signs.

Targeting the wind industry is Talbert's new trailer which can be converted for use in heavy hauling applications



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The 3,500 tonne oil platform being transported on Berard Transportation's Goldhofer modular trailer



Sure and steady

Berard Transportation, based in Louisiana, USA transported two titan oil platform superstructures, weighing 3,500 and 4,000 tonnes, with millimetres to spare. *IC reports*

The oil platforms were built for the Nikaitchuq Development Project in Prudhoe Bay, Alaska and had to be transported to the transportation vessel in the Gulf of Mexico. Berard used Goldhofer PST/SL-E and PST/ES-E modular transporters, totalling 144 axle lines, with 1,152 wheels.

The Goldhofer PST/ES-E has the highest axle load of all heavy-duty modules, says the manufacturer. With a width of 2,430 mm, it has been adapted for transporting to sites with flat racks and standard flatbed trailers. The modules can be combined and driven in lengthwise and crosswise direction as well as in open columns.



Berard Transportation transports the 4,000 tonne oil platform superstructure, headed for the Nikaitchuq Development Project in Prudhoe Bay, Alaska

together. It is a remarkable achievement for everyone involved."

The platforms had to be moved through their production lines. This required a steady hand from the operator, says Berard, and sophisticated, proven technology. A large number of obstacles had to be overcome, including a 90 degree hairpin turn and the process of loading the platform on to the ship with millimetre precision and positioning it on a 350 m long deck.

Berard Transportation says this job counts as one of more than 33,000 heavy and heavy load vehicles it has delivered to more than 70 countries.

According to Goldhofer, the PST-E series of self-driven heavy-duty transporters are equipped with electronic multi-way steering modes based on a steering angle of +/- 135°.

Johnny Berard, Berard president, says it was a complex project, "To be successful here, a lot of individual parts have to fit

ABOUT THE GOLDHOFER PST/ES-E

Goldhofer's so-called Mega PST, the PST/ES-E, is a self propelled modular transporter with 50 tonnes capacity per axle line. Other SPMT systems have a gross capacity of 36 to 40 tonnes per axle line. The higher gross capacity also reflects in a 25% increase in net capacity per line and per trailer module, resulting in a substantial reduction in the cost of transporting by SPMT, according to Goldhofer.

The Mega PST has the multi-directional steering system from the PST/SLE, Goldhofer's

3 m-wide SPMT-type transporter, which is based on the popular THP/SL conventional modular trailer. The maximum steering angle offers plus and minus 135 degrees, sufficient to provide all steering patterns, including crab and rotating on the spot.

The hydraulic suspension offers a stroke of plus and minus 350 mm from a standard loading height of 1,510 mm. Power packs up to 490 hp run the hydraulic system, including the hydrostatic propulsion, and comply with engine exhaust requirements, including EPA III in North America.





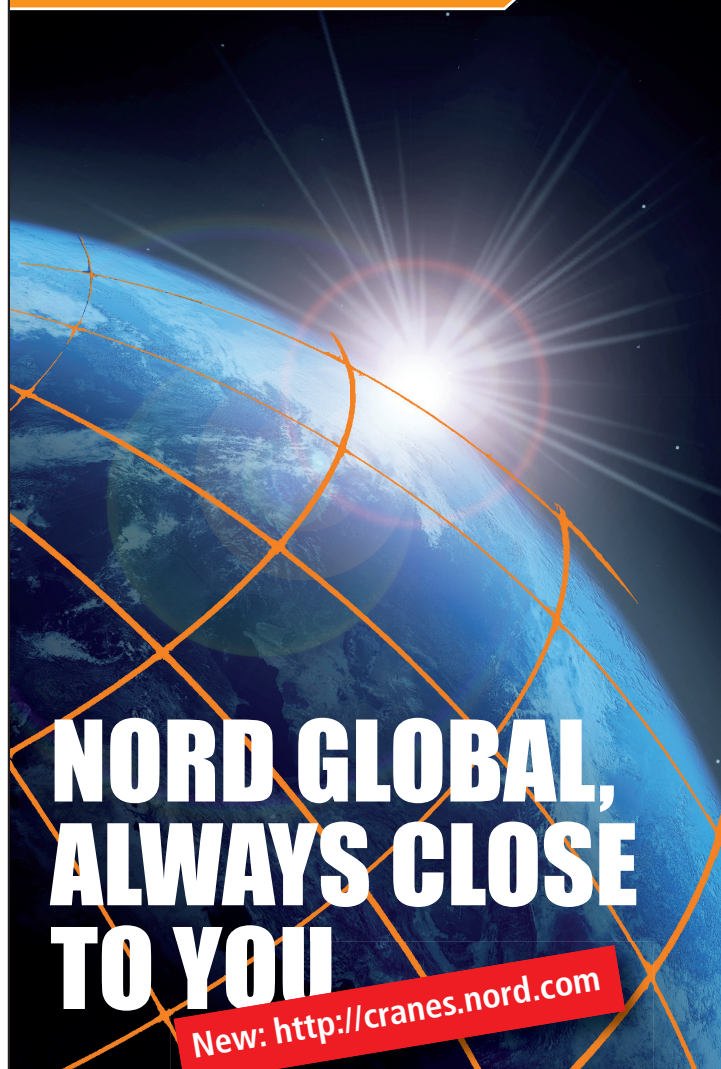
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Trading wings

Tobias Böhler is sales director for used cranes at Liebherr-Werk Ehingen, in Germany. Euan Youdale spoke to him about the division and how it is playing a vital role in the company

Böhler began his career at Liebherr in 1994 as a trainee while studying for an international marketing management qualification. Since then he has spent four years as export manager for tower cranes at Liebherr Group's Spanish subsidiary, Liebherr Industrias Metalicas, SA.

In 2003 Böhler joined the mobile crane division, taking him to Liebherr Iberica in Spain and Liebherr-Werk Ehingen in Germany, as head of sales for the Spanish and French speaking markets. In January 2010 he took responsibility for the worldwide used crane department at Liebherr Werk Ehingen.

When was Liebherr's used crane division set up?

It started its activities in the late 1960s, putting major emphasis on the trade-in and resale of used mobile cranes. Trading-in a mobile crane is historically considered as stimulation and support for new cranes sales. It also serves as a pool of near-new cranes for markets where the

Used cranes at the Liebherr-Werk Ehingen facility in Germany



purchase of a new crane is difficult, due to low rental rates or lack of finance for large investments. Many of our markets, that are nowadays constantly purchasing new cranes, started as purely used crane markets.

Where are Liebherr's used crane facilities based and what do they offer?

In Germany, we maintain three workshops – Ehingen, Oberhausen and Berlin – that are equipped to repair all cranes in our product range with highly skilled and experienced personnel. Additionally, we have Liebherr workshops, specialized in repairing and preparing used cranes in Spain, Great Britain, France, the Netherlands, the USA, the UAE, Saudi Arabia, Australia, Italy, Russia, South Africa and Brazil.

Besides that, of course all technicians of our related service stations and agents are constantly attending courses at our training centre in Ehingen, not only in the latest technologies, but also concerning older cranes.

We offer much more than just the pure trade of machines, however. These are services that make the purchase of used machines from the manufacturer a very attractive alternative. They start with the inspection of machines, repairs and painting and continue with logistics services around the world and assisting with finance questions. They end with hand over and training at customer sites. A customer who purchases a Liebherr mobile crane directly at the factory benefits from a very close relationship to our after sales and service department from the beginning.

Tobias Böhler, sales director used cranes, Liebherr-Werk Echingen



Which types of used cranes do you specialise in at Liebherr?

We manage all kinds of used wheeled mobile and crawler cranes, as well as other brands. The above-mentioned advantage of purchasing a used machine at Liebherr applies to our own machines. Other brands are usually sold to the trading companies.

How has the economic situation affected sales of used cranes over the last two or three years?

Like the entire crane sector, we have experienced quite some turbulence. This went from one extreme, like a speculation bubble, down to other extremes, for example, lease operations going bust. Especially in 2009 the stock of used machines rose considerably as many new crane orders were only maintained by trading-in machines – previously this was not the case. During this period, the demand for used cranes was rather low. This year, however, so far, we have experienced quite some demand for used cranes again, at least in certain sizes.

Has there been a shift in the types, capacities and ages of used cranes sold during this period?

Nowadays we can say that the demand for used mobile cranes above 80 tonnes is quite good, no matter what age. Smaller cranes, especially the 2- and 3- axle cranes are very hard to sell at reasonable prices.

Which parts of the world are seeing more and less demand for used cranes?

There are some markets for younger used cranes, those being Scandinavia, Russia,

Chile and Korea. Older cranes of bigger sizes are seeing demand in South America, Asia and Africa.

How do you see this changing geographically in the future?

I forecast that Latin America, Eastern Europe, Africa and India, particularly, are markets that will be requesting used cranes on a larger scale in coming years. These are also the regions where we are engaging and reinforcing our presence. One example is the creation of our own subsidiary, Liebherr Chile S.A., where we will base technical

services for the Spanish speaking regions of South America. The European Community is quite saturated at the moment.

How do you see the future of the used crane sector overall?

Due to the overall crane population and saturation in large markets, we see a tendency to more decentralised sales and trade with requirements in markets like the USA, Brazil and Australia.

What plans does Liebherr have for its used crane division?

We want to maintain and strengthen our status as the number one used crane supplier in the world. It is an integral part of our business model to enable established rental companies to renew their fleet. But, basically, this is what we have done in the past and will be doing in the future. ■





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Gantry market

The last two or three years has seen a strengthening market for used hydraulic lifting gantries. Ben Forster, general manager at Rigging Gear Sales in the USA, talks to *IC* about the company's experience



Ben Forster, general manager at Rigging Gear Sales in the USA

will be ordering a 110 US ton Mobilift in the near future.

How does your used equipment service work?

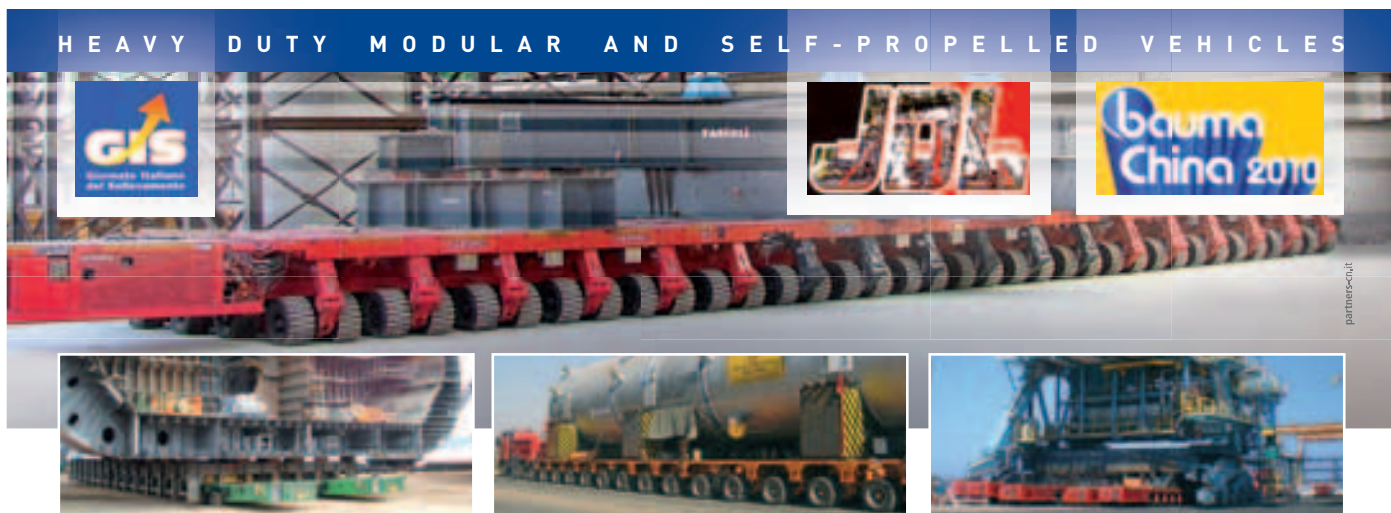
It is a direct result of our rental business. We sell used equipment from our rental



Rigging Gear Sales, Inc (RGS) in the USA is the largest independent representative and stockist dealer for Lift Systems, manufacturer of telescopic hydraulic gantry lifting systems and mobile pick and carry lifting machines. RGS also offers a rental and used equipment service and is North American representative for specialized transport equipment manufacturer Nicolas.

What type of used equipment does Rigging Gear Sales specialize in?

We specialize in everything related to Lift Systems' hydraulic gantry systems and mobile line. Items include: hydraulic gantry systems from 20 to over 1,000 US ton capacity, runway track, track stands, lifting beams, side shift systems, rotators, specialty lifting links, and uncommon accessories. On the mobile side, we carry multiple Mobilifts and TwinLifts up to 75 US ton capacity, as well as a TF45/60 forklift. We



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fleet and generally replace it with new equipment from Lift Systems, Inc. We have been a Lift Systems independent representative since 1988 when hydraulic gantries and mobile pick and carry machines were still relatively new products in the marketplace. Rental of these items was the best way for potential customers to have a paid demonstration of what was a new method of performing jobs for their company at the time.

Why did the company decide to set up the used equipment operation?

Once interest in the hydraulic gantries and our mobile pick and carry machines was generated, the next logical question was, "Do you have a good used one?" Sales of used equipment fits well with our rental business and it has always allowed us to keep a relatively new fleet of machines.

What are the most popular used equipment and capacities?

Rental-wise our most popular equipment right now has to be Mobilifts and Twinlifts. On the sales side of things, higher capacity gantry systems of 400 to 1,000 US ton capacity seem to be what is moving. I think the popularity of the mobile equipment can be attributed to three factors; competitiveness of the work available, fast turnaround, and the ability to rent equipment and send it back, rather

than committing more employees to their payrolls. The sale of used gantry equipment is being driven by emerging markets all over the world rather than domestic demand.

How has the trend for used equipment changed over the last two to three years?

I think the trend has drifted toward basic machines that will get the job done versus machines with all of the available options. Optional equipment demand has decreased as frugality has become the new norm. In the past, machines were ordered new from the factory with all of the options. Now a good used one, for a lesser price, will do just fine for most people.

How have prices of used equipment changed over the past two to three years?

Prices have definitely decreased in the past two to three years. During the boom times, used equipment was selling at almost new prices due to availability. Now price seems to be the leading determination in equipment acquisitions today.

What applications are driving the used equipment market?

Domestically, applications seem to be in-plant re-tooling and maintenance and power generation. New construction and power generation seem to be driving emerging market sales.



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Grace Murray Hopper

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Martin Davies
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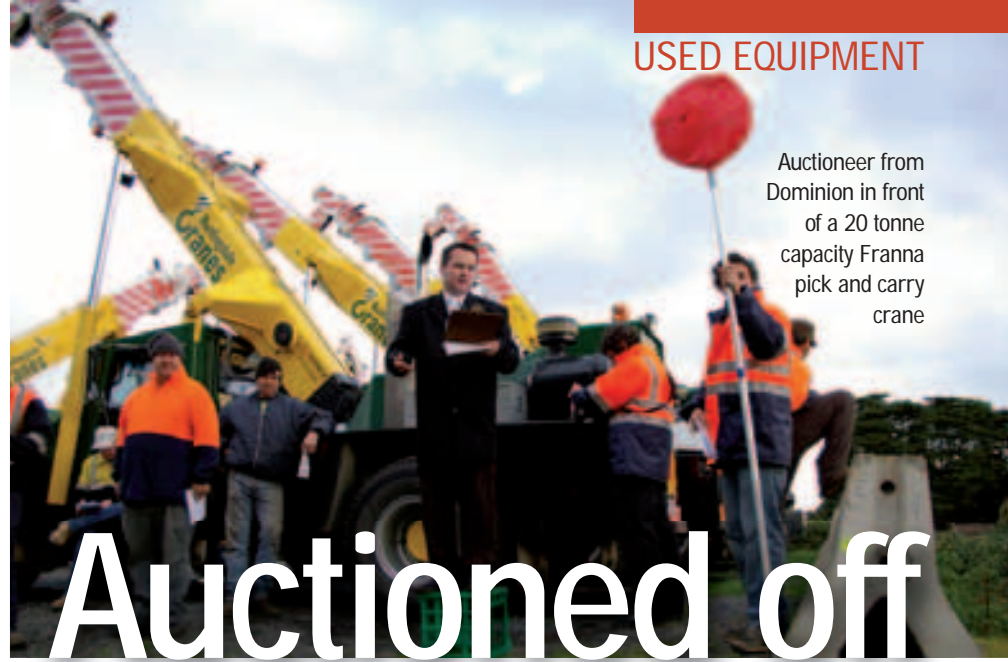
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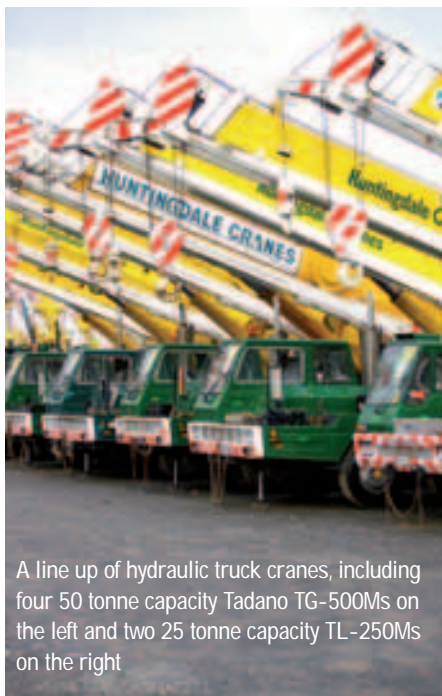
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Soon after Huntingdale Mobile Cranes in Australia ceased trading, its entire fleet and ancillary items were auctioned off on 5 August on behalf of the receivers. BRENT STACEY was there



Auctioneer from Dominion in front of a 20 tonne capacity Franna pick and carry crane

Auctioned off



A line up of hydraulic truck cranes, including four 50 tonne capacity Tadano TG-500Ms on the left and two 25 tonne capacity TL-250Ms on the right

Liebherr LTM 1300 all terrain crane in road travel mode with the boom over the rear in a trailing dolly



A typical Melbourne winter's day of buffeting cold winds and sporadic rain greeted a large crowd of people from across the country at the largest crane-related auction held in Australia in recent memory. The 5 August auction was conducted onsite at the former home of Huntingdale Mobile Cranes in Clayton by the Dominion Group, acting on behalf of Deloitte, appointed as the receivers and managers for Huntingdale Mobile Cranes Pty Ltd.

The cranes and other vehicles that made up Huntingdale's fleet were presented in immaculate condition, testament to the effort the company's previous management team and former staff members put into maintaining such a diverse fleet of machinery.

The Dominion Group assembled a large array of cranes, trucks, rigging equipment and other auxiliary items into more than 700 auction lots. Included in the line up were forty mobile cranes, thirty commercial vehicles, 150 workshop items, several buildings and more than 450 pieces of rigging hardware. In addition to offering

onsite bidding, there was an opportunity for both telephone and online bidding made available for potential purchasers unable to attend on the day.

The large fleet of pick and carry cranes, totalling 17 units over a range of sizes and ages were the first of the lots to fall under the auctioneer's hammer. That large pick and carry fleet, composed exclusively of the Franna brand gives a good indication on the success of that particular machine in the Australia and New Zealand markets.

For readers unfamiliar with the Franna crane, or this uniquely Australian pick and carry concept in action, some explanation may assist. This type of pick and carry crane evolved from custom built units based on agricultural tractors. The concept proved popular and manufacturers, for example, BHB and Fowler made commercially available units. A company was established locally to manufacture an improved version, called a Franna, which offered improved road handling and travelling characteristics.

Modern pick and carry cranes operate exclusively on rubber tyres and are without outriggers. They have an articulation of 40 degrees either side of centre and late model machines are now at 20 or 25 tonnes capacity. The cranes can road travel at 80 km/h.

For many IC readers, the 20 tonne capacity Panda crane that was on the XCMG display at this year's Bauma exhibition in Germany may be the only example of this crane type in the iron that they have seen. Franna was acquired by Terex in 1999 and is by far the most successful manufacturer of this type of machine, with sales of more than 3,000 units.

In the bidding

Enthusiastic bidding was encountered for the Franna cranes, ranging from a MAC 25 through to an AT 12, especially for the later >



model machines. The highest price paid was AUD\$ 350,000 (US\$ 310,000) for a 2007 MAC 25 showing 4,208 hours. The AT 20 machines combined for an average price of AUD\$ 300,000 (US\$ 266,000). Three of them each reached a high of AUD\$ 325,000 (US\$ 288,000) and the low price was AUD\$ 225,000 (US\$ 200,000) for a 2002 model. Buyers were from all around Australia.

A number of slewing cranes also featured in the auction line up, comprising a range of all terrains, truck cranes, rough terrains and small crawlers. Four Manitou telehandlers were also on offer. The cranes were sold where they had been carefully grouped by type.

All terrain cranes was the next group of machines to be sold. The largest member of the fleet, a 300 tonne capacity 2001 Liebherr LTM 1300/1, showing 9,040 hours and complete with full luffing fly, superlift and 49 m fixed fly jib was passed in at AUD\$ 1.6 million (US\$ 1.4 million).



Craig Membrey, Membrey's Cranes, in front of his new 200 tonne capacity Liebherr LTM 1200 all terrain

Line up of truck mounted slewing cranes from 20 to 50 tonnes capacity, with a couple of city class cranes of 10 and 16 tonnes capacity, as well as a Tadano TR250 rough terrain

An immaculately presented 2008 Liebherr LTM 1200-5.1, showing only 1,994 upper hours, complete with a Drake tri-axle dolly for trailing boom travel to comply with local regulations, 36 m of variable folding fly jib, a 5.5 m HL fly jib, four hook blocks and custom bog mats, was purchased by Dandenong-based Membrey's Cranes for a reported AUD\$ 1.7 million (US\$ 1.5 million) by negotiation, shortly after being passed in at a price of \$1.7 m for the crane alone. Craig Membrey has an extremely high level of presentation standard and will have the crane immediately in work once it is dressed in his colours.

A fully specified 90 tonne capacity 2006 Liebherr LTM 1090-4.1 all terrain showing 3,837 hours was passed in while the auction was running for AUD\$ 700,000 (US\$ 621,000), yet was also sold by negotiation shortly after to an undisclosed buyer. Unfortunately for several potential buyers, including some overseas interests, a 1989 Liebherr LTM 1120N was a late arrival to the auction after making the trip back from where it had been working in South Australia.

Truck cranes

The range of traditional truck cranes from 20 to 50 tonnes capacity provided some value buying with only a couple of units being passed in. The four 50 tonne capacity Tadano TG-500 machines ranged from AUD\$ 180,000 to 210,000 (US\$ 160,000 to 186,000). A 1998 Tadano TL-250M-5 showing 144,000 kilometres reached AUD\$ 130,000 (US\$ 115,000) and a 1990 TL-200M-3 showing 195,000 km reached AUD\$ 95,000 (US\$ 84,000). Dominion's John Wood stated that more than 90% of all lots available on the day were sold under the hammer at the auction, with some unit sales still being negotiated.



The seven AT20 Frannas that were auctioned. The orange one is from Huntingdale's HMC Equipment dry hire division

The rough terrain cranes all sold, over a range of AUD\$ 190,000 for a 1997 Tadano TR-500M showing 59,000 km, down to AUD\$ 90,000 for a 1991 Tadano TR-250M-5 showing 8,552 hours. Of the range of Tadano cranes sold, two of the 50 tonne capacity truck mounted went to Western Australia and two are believed to have been bought for export.

The large array of rigging equipment spread across all styles, from soft slings to 32 mm chain slings. There was also a huge range of shackles, crane hooks, spreader bars and work boxes. John Wood again reported a pleasing result for the auctioneers with an almost total clearance of the ancillary equipment and prices at 30% higher than the Dominion valuations.

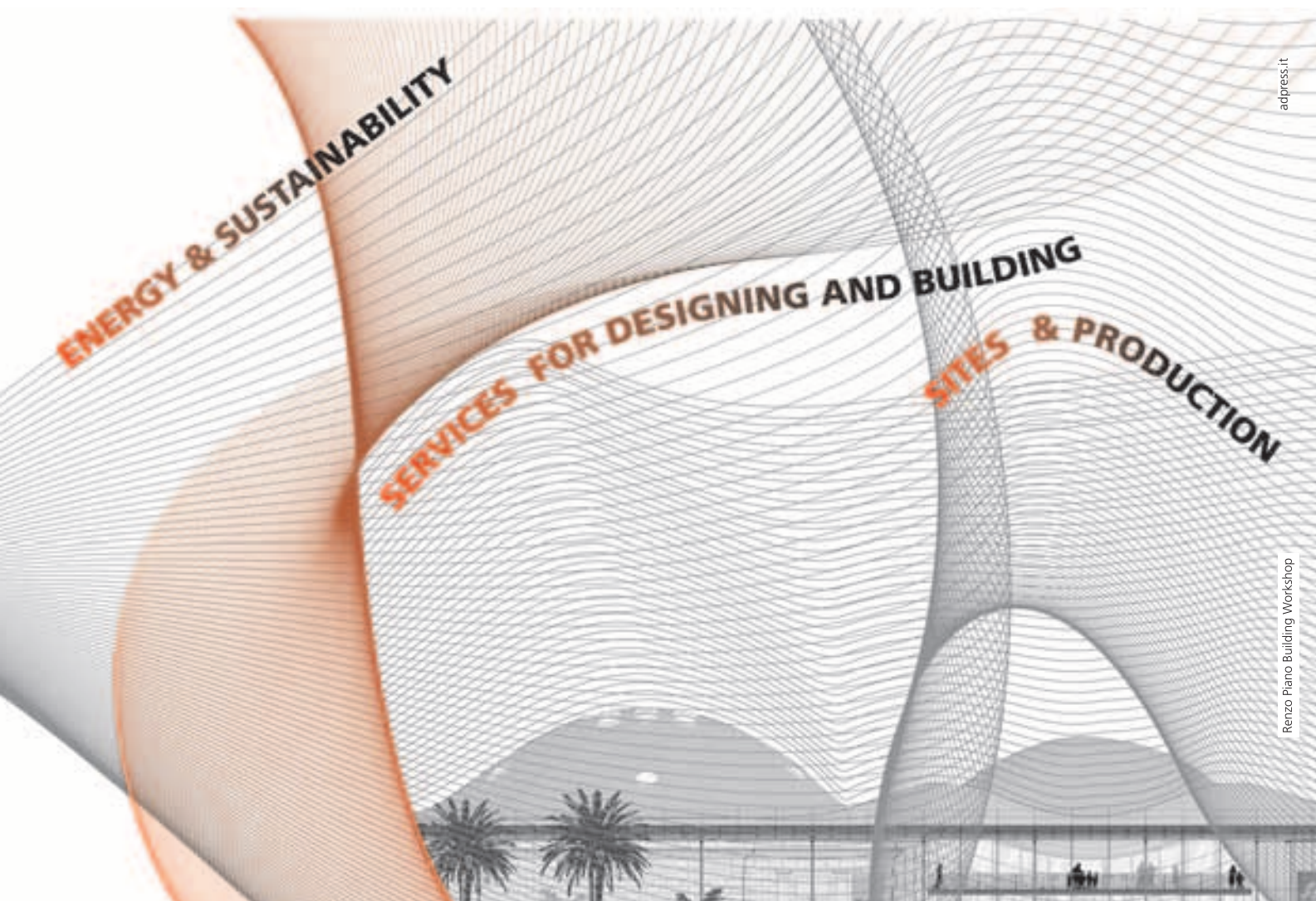
The auction brought many of the major players of the local industry together on a day where more than a few of those people might be wondering how a well run company could be finished trading so quickly. There appeared to be little time given by the receivers to find buyers for the business, as either a going concern or in larger fleet numbers. The auctioneers did a good job promoting such a large scale auction on short notice.



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Safe and sound

Manufacturers of remote controls are focusing on value for money and safety features. EUAN YOUNDALE reports on two related products

Two companies offering new remote control products designed with the impact of the world economic downturn in mind are Imet and Ikusi.

Italy's Imet has introduced its Zeus M1 HSC series for small manual 4-function hydraulic cranes. The series can be retrofitted to manual cranes and it has been designed to improve performance for minimal outlay. "Now, with this kit that represents a small investment, it is possible to give the old manual cranes a second life, transforming them into radio remote controlled ones along with all the advantages: more efficiency and safety," says a company spokesman.

"People now more than ever are focused on having the best quality priced ratio, to save installation costs through manpower reduction, easy repair and low cost of maintenance because, obviously, service is expensive," Imet continues.

The transmitter unit Zeus M1 uses a single optical joystick to manage all four functions, while an LED indicates the crane's movement. The DSC selector option, which can be added to the fast and slow mode, allows the operator to adjust the speed of each single movement while

operating in slow mode.

With the DSC the limits for slow mode can vary within the limits of a minimum and maximum speed set in the machine's 'rabbit' mode. By clicking the 'DSC +/-' commands, the calibration generates increases or decreases of the basic value of the slow speed. This can be done for each direction and for each function.

The HSC is designed with a monoblock structure of actuators, which is suited for 4-function hydraulic cranes. The hydraulics includes a pressure reducer and a filter for minimal maintenance. The L-DC receiver unit is designed to be small and for easy installation anywhere on the machine.

Concerning the overall financial climate, Imet's spokesman continues, "There are some small signs of recovery, but it is still too soon to say whether it is going to be stable and permanent. The economic situation of some European



The LA70M range limiter from Ikusi includes low energy consumption electronics and weight reducing design

countries is not very clear and for this reason there could be further downfall. Therefore there is optimism, but with a lot of caution."

"We have seen reduced sales in applications connected to construction tower cranes, concrete pumps and hydraulic cranes. In other fields there were some reduced sales, but, these were less consistent."

Safety

Ikusi is launching the LA70 Range Limiter for use on mobile machinery as part of its safety TM70 Range Radio remote controls for hazardous working conditions.

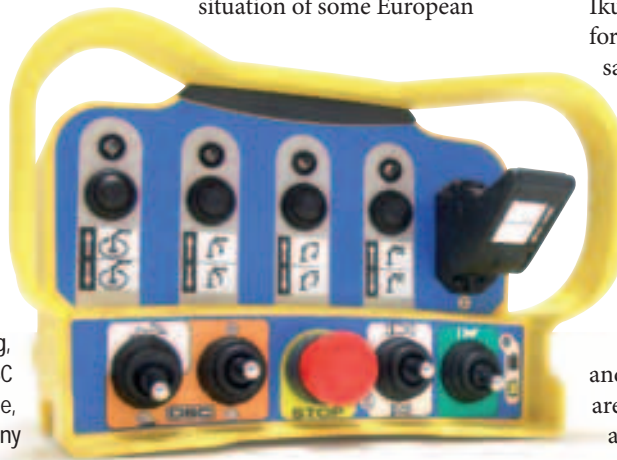
There is coverage of up to 50 m, and the system only works under the LA70M – range limiter emitter – covered zone and if the radio remote transmitter is in this zone.

The operator's working conditions are programmed.

The LA70M is compatible with TM60 and TM70 Ikusi ranges, and the controls are available in handheld pushbutton and console box models. Using RS485 serial communication, it has master/slave configuration with expansion modules of up to two slaves with one master module. M12 connectors can be used for master/slave connection.

Ikusi also has a new small CAN receiver for mobile machinery applications, and a new optical MO70 joystick for console box transmitters. The new receiver is compatible with CANopen standard CIA DS 401, IQAN and SAE J1939 communication protocols.

The new joystick is a multi-axis controller offering up to five mechanical steps in each axis and stepless configurations are available.



The external plug and play cabling, included in Imet's Zeus M1 HSC series minimises installation time, says the company

CALLS FOR CANOPEN

CANopen is one of the most common standard networks in cranes and other lifting equipment, including aerial working platforms. The non-profit CAN in Automation (CiA) users and manufacturers group develops and maintains the CANopen specifications.

To simplify system integration, CiA is developing dedicated CANopen profiles and recommended practices for cranes and lifting devices. Already available are profiles for the communication between container handling devices and spreaders (CiA 444 series). The plans include an interface recommended practice for truck-mounted cranes (CiA 850), standardising the interface between truck and crane.

CiA requires experts to participate in the standardisation scheme, in particular, machine builders. "They should influence the standardisation, so that the CANopen profiles to be developed meet their system requirements. Interested parties may contact the international not-for-profit organisation, to receive more detailed information," says CiA.

still
number
one

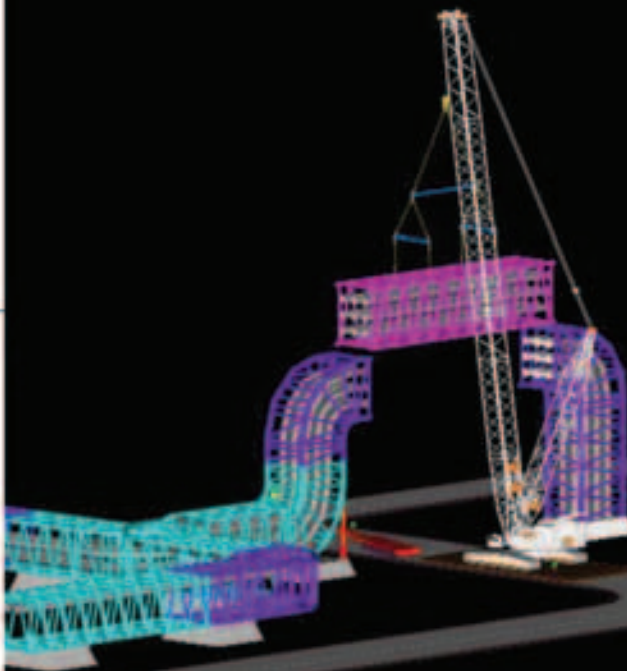
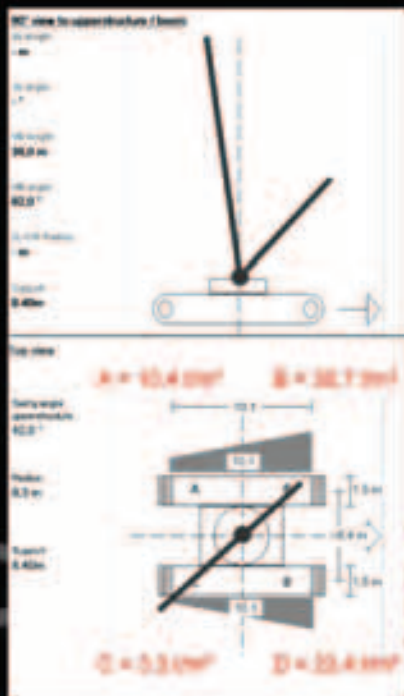
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Buckner Companies is using its new Liebherr LR 1600/2 crawler crane to install vessels and components on the A-3

Test Stand at NASA's John C. Stennis Space Center, Bay St. Louis, Mississippi, USA.

D.ANN SHIFFLER
reports

Buckner Companies' new LR 1600/2 is installing vessels and components at NASA's John C. Stennis Space Centre, Mississippi, USA



The A-3 Test Stand will test full scale engines, including conducting duration tests for the amount of time the engines will have to fire during actual flight

Buckner's new frontier

Working in conjunction with contractors Beyel Brothers and American Tank and Vessel, Buckner's 600 tonne capacity LR 1600/2 crawler is tasked with lifting vessels and other components weighing up to 400,000 pounds (181 tonnes).

Scheduled for completion in 2012, the A-3 Test Stand will allow NASA to test engines at simulated altitudes of up to 100,000 feet (30,480 m). According to information published by Stennis Space Centre, such testing is critical for engines that will carry humans beyond low-Earth orbit. The new facility is the first large test facility to be built at Stennis since the 1960s.

Buckner took delivery of the first LR 1600/2 in the USA in October 2009. It is now rigged in SDBW/W configuration. "That is the heaviest lift configuration for the crane, and includes the main boom, the luffing jib with derrick attachment and ballast wagon," says Jerry Masten, project manager at Buckner Heavylift Cranes, a

division of Buckner Companies.

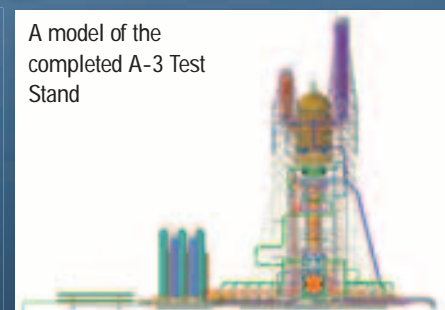
Masten says the crane is rigged using 197 feet (60 m) of main boom and 118 feet (36 m) of luffing jib. The full complement of boom and jib will reach tip heights of 630 feet (192 m). The ballast wagon is designed for up to 772,000 pounds (350 tonnes). On the main crane the counterweight is designed for up to 331,000 pounds (150 tonnes) and the carbody at 143,300 pounds (65 tonnes). "For maximum lifting capacity you would utilize all of that counterweight," Masten explains.

"Hurricane season is upon us and we have a safety plan developed in case of that," adds Masten. "Being right on the Gulf, storms blow up in an hour or two it can be black as night. With the ballast wagon attached, we can lower the boom in 45 minutes if we need to."

The manufacturer's Liccon system is also significant in such conditions. "This crane gives us so much more information

regarding environmental conditions. The operator is getting the wind speed at the tip of the main boom at all times, so we can tell what's going on more than ever before, with the sensors integrated up and down the boom structure feeding information back to the computer systems on these cranes. Liebherr's Liccon system has been upgraded for this crane and the changes are significant. It's proven to be spot-on in terms of weights being lifted, positioning of the ballast wagon, ground bearing pressures, and wind sensors."

A model of the completed A-3 Test Stand



ENTRY 1

Rig innovation

EQUIPMENT USER: Fagioli

LIFTING EQUIPMENT USED: Strand jacks, lifting towers, skidding systems, cranes, SPMT

LOCATION: Italy

Fagioli performed the lifting and final installation of a 2,400 tonne drill rig tower standing 95 m tall on top of a 50 m high floating offshore platform in Palermo. Equipment used included a 600 tonne capacity crawler crane, skidding and elevator systems plus 120 lines of SPMT.



Special

A particularly spectacular and wide ranging collection of TopLift candidates this year will make it a difficult choice for voters. Readers are asked to pick their favourite from

ENTRY 3

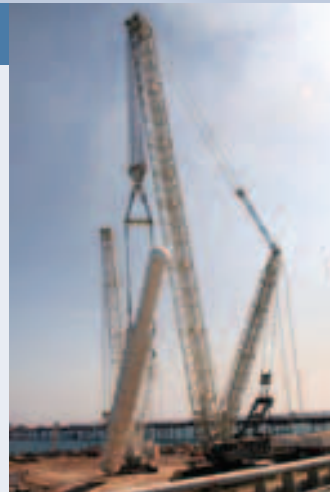
Careful replacement

EQUIPMENT USER: Al Jaber

LIFTING EQUIPMENT USED: Terex CC 8800-1 crawler crane

LOCATION: UAE

Al Jaber replaced a cryogenic heat exchanger refinery column at Das Island, United Arab Emirates. Completely dressed the column stood 59 m tall, 12.5 m in diameter and weighed 455 tonnes. The centre of gravity was offset from the geometrical centre of the column.



ENTRY 2

Pair on a pair

EQUIPMENT USER: Atlântico Sul Shipyard

LIFTING EQUIPMENT USED: Two Manitowoc Model 18000 crawler cranes

LOCATION: Brazil

A pair of 600 tonne capacity Manitowoc Model 18000 crawler cranes were used to erect a pair of 1,500 tonne capacity gantry cranes at the Atlântico Sul Shipyard in Ipojuca, Pernambuco State, Brazil. The first stage of the project was to unload 22 components, weighing up to 530 tonnes, from a ship.



ENTRY 4

Top turbines

EQUIPMENT USER: Sarens

LIFTING EQUIPMENT USED: Terex CC 9800 crawler crane

LOCATION: Germany

Sarens Group lifted 6 MW Enercon E-126 wind turbines, some of the biggest in the world, at the Port of Hamburg. The turbines are just under 200 m tall, with the upper part weighing a total of 650 tonnes. The hub alone weighs 303 tonnes.



ENTRY 5

Khalifa pinnacle

EQUIPMENT USER: VSL Switzerland

LIFTING EQUIPMENT USED: 3 x SLU 220/550 strand jacks

LOCATION: Dubai, UAE

The heavy lift department at VSL positioned a 450 tonne, 143 m pinnacle at the top of the world's tallest building, the Burj Khalifa. The jacks were pre-assembled on the ground, including 120 m long strand bundles and jack support beams, before being placed 585 m above ground to perform the lift.



selection

our selection of 10 outstanding lifting projects carried out over the last 12 months. To register your vote, please complete and return the form overleaf on page 46.

ENTRY 6

Innovative solution

EQUIPMENT USER: Wagenborg Nedlift
LIFTING EQUIPMENT USED: Terex AC 500-1 all terrain crane
LOCATION: The Netherlands

Wagenborg Nedlift used its 500 tonne capacity Terex-Demag AC 500-1 to lift a Spierings SK1265-AT6 mobile folding crane to the top of the 47 m high LUMC (Leids University Medical Centre). Counterweight was removed from the 72 tonne Spierings to reduce the load to 64 tonnes. The AC 500-1 was rigged with 30 m luffing fly.



ENTRY 9



Floating removal

EQUIPMENT USER: Barthel Schwimmkrane
LIFTING EQUIPMENT USED: Sheerleg, crane barge
LOCATION: Austria

The 200 tonne capacity sheerleg *Grizzly* and the 300 tonne capacity crane barge *Atlas*, both operated by Barthel Schwimmkrane, in a tandem lift operation removed an 87 m, 450 tonne railway bridge on the river Donau (Danube).

ENTRY 7

Double the power

EQUIPMENT USER: Zongyuan Construction Co. Ltd
LIFTING EQUIPMENT USED: Terex CC8800-1 Twin crawler
LOCATION: China

A 3,200 tonne capacity Terex CC8800-1 Twin crawler crane was used to lift a 1,046 tonne, 21 x 14 x 21 m module on to a 10 m high foundation as part of the first phase of the Power Project in Haiyang, Shandong Province. The Twin used super lift and a 69 m main boom, at a 34 m radius.



ENTRY 10



Combination installation

EQUIPMENT USER: Mammoet
LIFTING EQUIPMENT USED: Liebherr LTM 11200-9.1, sheerleg, barge crane
LOCATION: The Netherlands

Mammoet Nederland used a Liebherr LTM 11200-9.1 telescopic crane, the sheerleg *Amsterdam* and a 300 tonne capacity barge crane to install the three-section Muider bicycle bridge. Each section weighed about 500 tonnes and was more than 100 m long.

ENTRY 8

Expansion series

EQUIPMENT USER: Eurogruas
LIFTING EQUIPMENT USED: Liebherr LR 11350 and Terex CC 2800-1 crawlers, Liebherr LTM 1400 wheeled mobile
LOCATION: Spain

Repsol Energy is building an extension to its refinery in Cartagena. Eurogruas transported and lifted more than 50 units weighing up to 1,306 tonnes. The heaviest, a reactor represented Spain's biggest ever lift. A 1,350 tonne capacity Liebherr LR 11350 was the main lift crane.



TopLift 2010 voting form

ENTRY 1 ☐

Rig innovation

EQUIPMENT USER:
Fagioli



Select your favourite lift from this year's entries by ticking one of the entry boxes and then fax, post or e-mail your entry with your full name and address details as requested at the bottom of this page

ENTRY 2 ☐

Pair on a pair

EQUIPMENT USER:
Atlântico Sul Shipyard



ENTRY 5 ☐

Khalifa pinnacle

EQUIPMENT USER:
VSL Switzerland



ENTRY 8 ☐

Expansion series

EQUIPMENT USER:
Eurogruas



ENTRY 3 ☐

Careful replacement

EQUIPMENT USER:
Al Jaber



ENTRY 6 ☐

Innovative solution

EQUIPMENT USER:
Wagenborg Nedlift



ENTRY 9 ☐

Floating removal

EQUIPMENT USER:
Barthel Schwimmkrane



ENTRY 4 ☐

Top turbines

EQUIPMENT USER:
Sarens



ENTRY 7 ☐

Double the power

EQUIPMENT USER:
Zongyuan Construction Co.



ENTRY 10 ☐

Combination installation

EQUIPMENT USER:
Mammoet



YOUR DETAILS

Your name: _____

Company name: _____

Country in which you are based: _____

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POST: TOPLIFT 2010

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NOTE: To ensure a fair competition all entry forms must be completed in full. Employees of the companies entered in TopLift 2010 are *NOT* eligible to vote.

CLOSING DATE FOR ENTRIES: FRIDAY 29 OCTOBER 2010

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"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

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COMMENT

Joel M Dandrea

Layoffs to shortages



In recent years economic recessions have forced companies worldwide to lay off workers in record numbers. Recent experience indicates that, while companies may show a significant profit after extreme downsizing, they ultimately suffer relative to competitors in the same industry facing the same set of economic conditions. Wayne Cascio, a management professor at the University of Colorado in the USA, says research suggests that most companies that cut their workforce by more than 20% lag their industry for as long as nine years after a recession.

"A lot of this is done for short-term profitability, or to send a signal to the market that a CEO is taking strong action to reassure shareholders," he says. "And what happens is, number one, they tend to cut out some of the very things that made them successful in the first place, for example, research and development."

In addition, deep cuts to the workforce can be devastating for the morale of remaining employees. Suddenly, they may be asked to pick up the workload of departed employees, many of whom were close friends. Anxious, distracted and overworked employees can create problems at any company. These issues become magnified, however, in inherently dangerous work such as that often undertaken by SC&RA members.

Due to many SC&RA members being small companies that consider their employees to be part of their family, the decision to resort to layoffs can be particularly painful. At SC&RA's major meetings I have heard numerous first-hand accounts of members facing difficult personnel decisions. Often owners and managers say something to this effect, "We're facing some pretty bad conditions, but we'll get through it. The important thing is that we have managed to hold on to all of the key members of our staff."

In some cases, they have had to think creatively to keep staffs intact. Someone in charge of recruitment, for example, might be shifted over to frontline customer service to replace a retiring employee.

Staff shortage

The situation may seem dire, but we are beginning to hear rumblings about a growing shortage of truck drivers beginning later this year and continuing for several more years. FTR Associates has forecast that a US driver shortage could approach 200,000 this year, swelling to 400,000 in 2012.

The Federal Motor Carrier Safety Administration's new Comprehensive Safety Analysis 2010 (CSA 2010) is expected to contribute to a truck driver shortage. Some industry experts forecast that the initiative could reduce the pool of available drivers in the USA by between 7 and 10%. As currently devised, the initiative would result in the termination of many truck drivers because warnings issued to truck drivers are considered the same as a ticket. Many carriers are convinced highway patrol officers use warnings as a way to inspect driver logs and equipment. Although SC&RA is working with other organizations to pursue improvements to CSA 2010, it seems likely that the initiative eventually will contribute to a driver shortage.

Companies that have held on to their most talented, experienced drivers and provided the training they need to comply with CSA 2010 will be in the driver's seat as the economy picks up again. On the crane and rigging side, the road back may be rougher.

The US construction job market reached a 14-year low in July, as contractors eliminated 11,000 jobs. Approximately 1.5 million US construction workers are out of work, pushing the unemployment rate in construction to 17.3%, well above the 9.5% rate overall. Many of these workers may permanently shift to other careers. As unlikely as it may seem today, companies may soon face challenges in finding skilled personnel to complete construction jobs.

Regardless of what happens, SC&RA continues to work to help educate members on the related issues and help members stay profitable – and safe. ■



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EXECUTIVE VICE PRESIDENT

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

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Learning value

Since 1986 the SC&R Foundation has awarded more than US\$ 250,000 in scholarships and grants to students preparing for careers related to transportation or construction management. One of many success stories is scholarship winner Matthew Paul.

TERRY WHITE
reports



At first the recipients of SC&R Foundation scholarships were selected by universities with relevant programmes. By the 21st Century, however, the selection criteria had been changed to limit scholarships to those with direct connections to SC&RA member companies. Today, applicants or their relatives – spouse, parent or

grandparent, including step parent or grandparent – must be employed by an SC&RA member company.

That modification has contributed significantly to the overall effectiveness of the programme. Among the success stories is Matthew Paul, who has gone on to establish himself in the industry at an international level since receiving his scholarship for the 2004-2005 academic year.

His father Dean Paul, vice president of operations at Zartman Construction Inc., in Northumberland, Pennsylvania USA, initially encouraged Matthew to apply for the scholarship. Matthew's older brother Michael was an SC&R Foundation scholarship winner four years earlier and now works as a civil engineer, specializing in road and bridge design.

Initially, Matthew Paul enrolled in a general studies programme at Pennsylvania State University (Penn State). During a presentation for those considering the business college at Penn State, he became intrigued by a description of the Business Logistics programme. "Afterwards I talked to the president of the business college at the school," he recalls. "He said it was a budding field, and the more I learned about it, the more I liked it."

His strong interest in travel led to his gravitation towards an emphasis on international business. From January to April in 2004 he participated in Temple University's International Study Abroad Program in Rome.

SCHOLARSHIP & GRANT APPLICATIONS

The 2011-2012 SC&RA scholarship and grant applications will be available later this year. The deadline is 31 January 2011. To be eligible applicants must comply as follows:

- At least one term of study remaining in the 2011-2012 school year, or currently have applied to college or university.
- The course of study must lead to a bachelor's or master's degree in a field related to the specialized carriers and rigging industry.
- Full-time and part-time students are eligible for scholarships.
- Applicant or relative (spouse, parent, or grandparent, including step parent or grandparent) must currently be employed by an SC&RA member company, and have been employed by that company for a minimum of six months in the preceding 12 months. Interns will be considered.
- To be eligible an owner/operator must be contracted to a member company for a minimum of 40 percent annually.
- A part-time employee must be regularly scheduled for at least an average of 20 hours per week by an SC&RA member company.
- A branch or subsidiary of a member company must be a member of SC&RA for applicant to be eligible.

For additional information, visit www.scranet.org/foundation or call +1 (703) 698 0291.



Post graduation

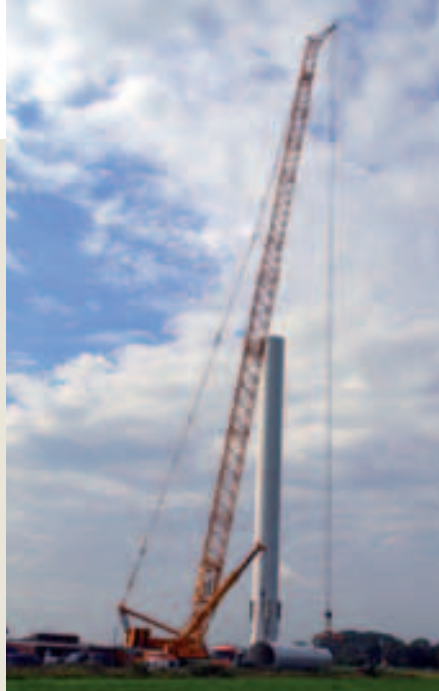
Shortly after graduating from Penn State with Bachelor of Science degrees in business logistics and international business, Paul joined Allyn International Services, Inc., an SC&RA member company based in Fort Myers, Florida USA. He has been with the company ever since, specializing in logistics for the wind energy industry.

Allyn is a privately-owned supply chain management, tax and customs consulting firm established in 1992. Services include freight forwarding, worldwide transportation, logistics management, sourcing, customs compliance and US tax management. Allyn also has offices in Europe and Asia.

"I think that having received the scholarship was a nice talking point during my job interview," he says. "It gave me an opportunity to talk about how I became interested in the field and how my family background gave me a good understanding of the industry."

Within a few months of joining Allyn, Paul was managing the company's reverse logistics programme for shipping fixtures and logistics materials such as return packaging, lifting devices and containers for a major wind turbine manufacturer. He set up transport lanes and implemented customs documentation procedures for return transportation from Canada to the USA and from the USA to Brazil, China, and South Korea. He helped the client achieve US\$370,823 reverse logistics savings through lane optimization, sale of obsolete inventory, and implementation of new service providers.

From September to November 2006, he participated in a corporate exchange programme in Prague, Czech Republic. He learned European logistics and received training in European customs regimes. He also implemented data management and



storage processes for tracking reports and customs documents.

On his return to Fort Myers, he managed a team of seven people dedicated to his wind-energy client's outbound transportation, port operations, reverse logistics, and detention mitigation programme. Accomplishments in that position included delivering 96.7% of project revenue recognition targets through the first half of 2007, establishing load planning spreadsheets for team members to use as planning tools for project fulfilment, developing a computerised database to manage domestic detention charges, and recording US\$ 341,526 detention savings through auditing and negotiation.

In August 2007 Matthew Paul transferred to Salzbergen, Germany, to take on responsibilities for his wind turbine client's European operations, including ground transportation, port operations, ocean charter, import and export clearance, and site cranes and equipment scheduling. While in Germany, based at the client's offices, he created processes and reports for inventory tracking and set up a reverse logistics programme for Europe. He also implemented a cost tracking database to increase accuracy of reporting, involving more than € 100 million (US\$79 million) in spending across 50 projects, and to enable measurement of current costs and completion estimates.

Back in the USA

Paul has been back in Fort Myers since January, serving as a supply chain consultant. His international influence continues, however. In April a paper he co-authored with Michael Smyers, Allyn business development manager, was selected for presentation at the European

Wind Energy Conference, 20-23 April, in Warsaw, Poland. The presentation, Wind Energy Packing Design and Reverse Logistics Management, was published in the conference proceedings and in a poster to illustrate key points was on display during the conference.

The presentation concluded: "Shippers need to understand how developing market dynamics and wind turbine generator (WTG) product life cycles are impacting outbound supply chains in order to effectively design and procure WTG packaging. Shippers will find that integrating multiple types of packaging solutions can yield overall cost benefits, but this may increase the complexity of supply chain planning and execution activities. In order to fully optimize wind energy supply chains, shippers will need to further develop reverse logistics capabilities, fully leverage systems technology solutions and develop innovative WTG packaging designs."

Paul says his early experience in the crane and rigging industry has served him well throughout his career. During high school and college, he spent his summer and winter breaks working for Zartman Construction.

"A lot of what I do in dealing with logistics for the wind energy industry involves the movement of very large components," he says. "Lessons I learned at an early age at Zartman Construction gave me some very useful background on working with load securement and rigging and understanding the needs of export companies."

He points to a current project he is working on, which involves sending containers from Texas to Germany. "The company importing the containers just ordered machinery to unload them," he says. "We're working with the manufacturer to come up with design of pallets that will meet the metric specifications for that equipment in Germany, which are different from those in the United States. The experience I gained on the job while still in college helps me make informed decisions."

As a previous scholarship winner, Paul remains a strong advocate of the SC&R Foundation programme. "I think it's definitely a good investment on the part of the foundation," he says. "Essentially, the foundation is recruiting new members into the industry and, ultimately, SC&RA. In my case, that scholarship made a big difference financially. I felt a commitment to the industry, and now I'm happy I went into the field I chose."



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NEW PATTERN! Workshop Runs Wednesday – Friday

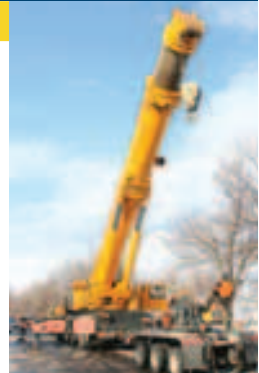
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- Sling Inspection Simplified • Making a Personal Commitment to Safety
- CSA 2010: It's Impact on the Crane & Rigging Industry • Life After a Recordable
- Exhibit Center (Now Selling!) on Thursday, September 23rd



Visit www.scranet.org/workshop to register





Total proof

Texas, USA-based Bishop Lifting Products has completed construction of its new 3.3 million pound (1,500 tonne) capacity proof tester. With an overall length of 323 feet (98 m), and inside pulling length of about 275 feet (84 m), it is the most technically advanced

proof tester ever built, the company claimed. Designed and fabricated by Chant Engineering and Bishop Lifting, the proof tester is a 3-in-1 testing machine for slings, crane blocks, spreader bars, oilfield equipment and rigging gear.

David Bishop, Bishop Lifting

Products CEO, managed the testing equipment expansion project. "We've needed a larger proof tester for a long time, and moving to a new 13-acre facility made this dream an easier reality," said Bishop.

■ For more information see www.lifting.com

CONTROL MAGNET

Magnetek, Inc., has introduced the MagnePulse Digital Magnet Control (DMC) designed to improve the operation of DC industrial lifting magnets.

It is a microprocessor-based, solid-state, DC-to-DC magnet control package built on the same platform as the company's OmniPulse DDC drive. It combines advanced safety and performance features to improve productivity and reliability by providing precise digital control of magnet lift operations, said the company. The product allows an operator to enable up to four unique magnets to match individual load requirements while reducing lifting current requirements. This, said Magnetek, saves energy, lengthens magnet life and increases average lift capacity.

The MagnePulse DMC is ideal for retrofit applications, using existing operator controls and connections. Magnetek said it can design and build a DMC control panel to almost any specification.

■ For more information see www.magnetek.com



CRITICAL CRIMPING



Tecni-Cable's compact Crimp Tool is designed to be more ergonomic. The pressing tool is designed for manufacturing small assemblies. An in-line shape and ergonomically designed handles are to provide comfort and prevent tiring.

In addition, it has removable hardened stainless steel dies which crimp all Code 1 to 2.5 Talurit EN 13411-3 aluminium ferrules and Talurit copper ferrules. The tool will also work with most standard electrical crimping dies. Safety critical cables must be tested to ensure they meet the working load requirements, the company warns.

■ For more information see www.tecni-cable.com

Spreader sensing

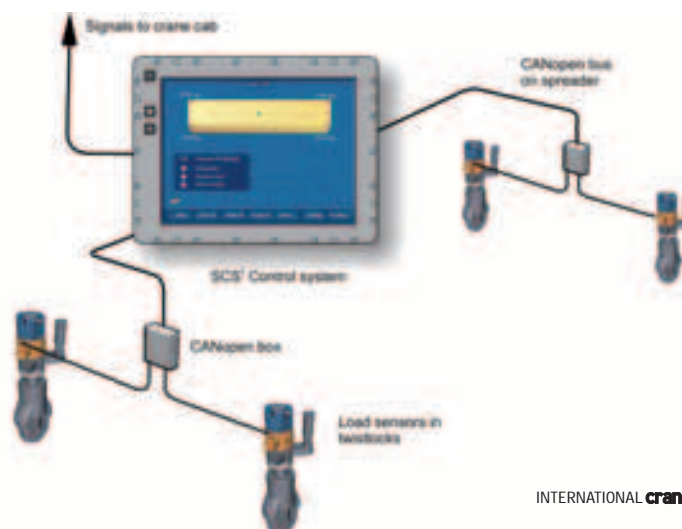
Container load spreader manufacturer Bromma has expanded its range with a load sensing system for twist locks. Mis-declaration of container weight is a significant risk issue in container handling, said Bromma. Spreaders fitted with load sensing technology at the twist locks can verify container weights, identify overloads or understatement of weight and identify out-of-balance eccentric loads.

It can perform each of these functions without interrupting normal port processes and without any lessening of port

productivity, said Bromma. It can also identify when containers are lifted by yard cranes from the trailer truck while one or more corners of the chassis remain connected to the container.

"As such, installation of load sensing technology offers compelling benefits, including, accident prevention, elimination of container stack collapses due to overloaded containers, safer operating conditions for port personnel and lower commercial risk," said a spokesman.

■ For more information see www.bromma.com



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2010

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debate the key
issues affecting
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An international conference for crane professionals and senior executives, the Summit will examine the critical

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CONTACTS

EVENT INFORMATION:

Graham Anderson
Tel: +44 (0)1865 318123
Mob: +44 (0)7711 650691
e-mail: graham.anderson@khl.com

SPONSORSHIP OPPORTUNITIES:

John Austin
Tel: +44 (0)1892 786220
e-mail: john.austin@khl.com

Cathy Yao
Tel: +86 10 65536676
e-mail: cathy.yao@khl.com

BOOKING INFORMATION:

Katy Storkvik
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San Diego, USA
www.scranet.org

SAIE 2010

27 - 30 October 2010
Bologna, Italy
www.saie.bolognafiere.it

CHINA INTERNATIONAL CRANE SUMMIT

22 November 2010
Shanghai, China
www.khl.com/cics

BAUMA CHINA

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

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www.bcindia.com

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www.heavyintl.com

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www.conexpoconagg.com

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5 - 9 April 2011
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www.feriazaragoza.com

CEMAT 2011

2 - 6 May 2011
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www.cemat.de

SED 2011

17 - 19 May 2011
Corby, UK
www.sed.co.uk

APEX 2011

14 - 16 September 2011
Maastricht, The Netherlands
www.apexshow.com

Picture of the month

The editor is responsible for this photo. It was taken from behind the scenes at an open air arena on Lake Constance in Austria. As part of the Bregenz festival a two year run of the opera Aida came to an end on 23 August. Vital to the production were two Liebherr top slewing tower cranes used to fly in scenery and props weighing up to 12 tonnes during the spectacular night time performance. The larger of the two towers was a 550 EC-H 40 FR. tronic while the other, pictured, is a 280 EC-H 12 Litronic.



PEOPLE NEWS



■ Marine salvage specialist T&T Bisso in the USA has appointed **MAURICIO GARRIDO** (left) as president.

Garrido joined T&T Bisso in 2008 as general manager of the Americas and Europe. He is also vice president of salvage and emergency response and director of Latin American business development for Bisso Marine. He is president of the American Salvage Association.



■ At Bisso Marine in the USA **JOE CAMPBELL** (left) has been appointed general manager of diving

and subsea services. Previously Campbell was director of projects at Crossmar Inc., overseeing all subsea construction projects. **JOHN BAKER** (above) becomes director of quality and compliance.



■ Tadano Oceania has opened a new facility in Brisbane, Australia, from which it will offer sales and service. **FUTOSHI KIMURA** (above) has been named managing director of the operation. Previously, Kimura was sales



manager for the Tadano Asian market. He also spent five years in Germany, at the Tadano Faun factory in Lauf.

■ **DAVID RAMM** is the new chief executive officer of USA-based lifting and transportation company Turner Bros. Ramm was a founding partner of DKRW Energy, a Houston, Texas-based clean energy development company. Prior to that he was president and CEO at Integrated Electrical Services. From 1997 to 2000, he was president of Enron Wind Corp. and managing director of Enron Renewable Energy Corp.

■ Zoomlion's new global rough terrain crane distributor Global Crane Sales, based in Houston, Texas, USA has announced its management team. **BRIAN BLACK**, a former vice president at Terex with 35 years in the heavy equipment business, is managing director. **URI TOUDJAROV**, who previously worked for Terex, is vice president. **ED GIBSON**, who brings more than 25 years experience, primarily with Link-Belt, is North American sales manager. **MIKE LIU**, who has more than 30 years experience, again, primarily with Link-Belt, is corporate service manager.

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

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Published this month, *Special Report: Wind Power* is a comprehensive round-up of the global wind construction sector, and it is available to pre-order. Produced by KHL Group, it is a digital publication, though printed versions are available.

The report contains more than 100 pages of news, product launches, construction and lifting site reports from around the world, a comprehensive listing of construction and lifting equipment, and contact details of the major operators, developers and equipment manufacturers active in the sector. It also includes a glossary of industry terms.

Special Report: Wind Power costs € 96.00 although there is a special pre-order price which means a saving of 20%.

Visit: www.khl.com/information-store

Q&A with Terex Cranes' Rick Nichols

Rick Nichols has guided Terex Cranes through one of the toughest downturns in the history of the crane business. D. Ann Shiffler, editor of IC sister magazine American Cranes & Transport, reports in an extensive interview feature how he has led the company through tough times and his plans for the company to emerge from the economic slump stronger than ever.



www.khl.com/sector/cranes/

South America sees huge growth for the crane industry

South America has not been affected by the global financial crisis to the same extent as many other world regions and prospects for crane users are escalating, writes Euan Youdale in IC.

IHS Global Insight forecasts a 4% growth in construction activity throughout South America in 2010 and, according to Harald Böhaker at Austrian loader crane manufacturer Palfinger, "South America is experiencing a historical economical change never seen before." Check out the prospects.

www.khl.com/sector/cranes/



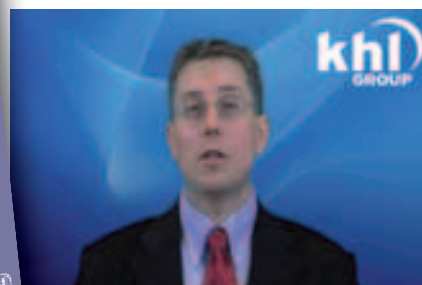
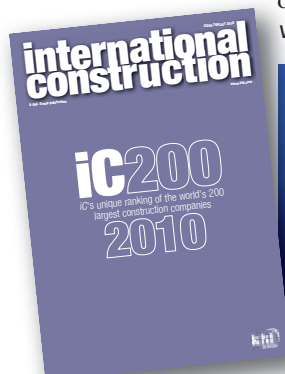
World's biggest

Following on from last month's news report on the world's 200 largest contractors, there is now a video available on khl.com discussing the results of the study.

Chris Sleight, editor of IC sister title *International Construction*, looks at the changes in this year's ranking, particularly the rise of China's largest contracting groups and looks at how this has affected global standings in the industry.

The video also includes analysis of the state of the market based on the top 200's financial results.

www.khl.com/videozone/item57612/





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LTM 1130-5.1 2009
LTM 1160, 2000-2006
LTM 1200-5.1 2007
LTM 1250-6.1 2008 with luffing jib
LTM 1500-8.1 2007
LTM 1300, 2000
LTM 1400 2009
LTM 1100 2001

TADANO FAUN

ATF 60-4, 1999
ATF 80-4, 2005
ATF110G-5
ATF220G-5

GROVE

GMK 5100, 2003
GMK 5100, 2008 2 winches 2 jib insert
GMK5180 1999
GMK 5200, 2001-2005
GMK 7450, 2005-2008

DEMAG

AC 200, 2005
AC 250, 2007
AC500-1
AC500-2

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Auction Results from June 16 World Crane Auction

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2004 Link Belt 138H5
Winning bid \$338,000
Seller in Florida
Buyer in Georgia



2000 Terex-Demag AC 100
Winning bid €270,000
Seller in United Kingdom
Buyer in Canada



Link Belt LS238H
Winning bid \$235,000
Seller in Mexico
Buyer in United States

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Liebherr LTM 1090-2
90 t YEAR 1997



Demag AC 100
100 t YEAR 2001



Liebherr LTM 1100-2
100 t YEAR 2002



Faun ATF 100-5
100 t YEAR 1999



Grove GMK 5130
130 t YEAR 2005



Liebherr LTM 1160-2
160 t YEAR 1998



Demag AC 200
200 t YEAR 2003



Grove GMK 5220
220 t YEAR 2008



Demag AC 300
300 t YEAR 1999



Liebherr LTM 1300-1
300 t YEAR 2000



Demag AC 500-1
500 t YEAR 2000



Terex-Lima JLC 2800-1
600 t YEAR 2006

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STOCKLIST

TELESCOPIC AT-CRANES	capacity	manufacturer	type	year	drive/steering	boom/jib (m)	delivery
180 t	Grove	GMK 5180	2000	10 x 8 x 10	60 / 22	direct	
160 t	Liebherr	LTM 1160/2	1998	10 x 8 x 10	60 / 22	direct	
90 t	Liebherr	LTM 1090/2	1998	8 x 6 x 8	52 / 19	direct	
80 t	Liebherr	LTM 1080/1	2000	8 x 6 x 8	48 / 19	direct	
80 t	Liebherr	LTM 1080/1	1999	8 x 6 x 8	48 / 19	direct	
75 t	Grove	GMK 4075	2001	8 x 6 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	
65 t	Grove	AT 865	1990	6 x 6 x 6	35 / 14,5	direct	
60 t	Faun	ATF 60-4 (2x)	2000	8 x 6 x 8	40,2 / 16	direct	
60 t	Faun	ATF 60-4 (2x)	1999	8 x 6 x 8	40,2 / 16	direct	
60 t	Liebherr	LTM 1060/1	1995	8 x 6 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 4 x 6	40 / 16	direct	
50 t	Grove	GMK 3050	1996	6 x 6 x 6	38 / 15	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	Faun	RTF 40-3	1993	6 x 6 x 6	30 / 14,5	direct	
35 t	PPM	ATT 400/2	2000	4 x 4 x 4	30,4 / 8	direct	
35 t	PPM	ATT 400	1998	4 x 4 x 4	30,4 / 15	direct	
35 t	Luna	AT 35/30	1998	4 x 4 x 4	29,2 / 15	direct	
35 t	Grove	GMK 2035	1996	4 x 4 x 4	29 / 15	direct	
35 t	Liebherr	LTM 1035-2	1988	4 x 4 x 4	26 / 8	direct	
30 t	PPM	ATT 335	1997	4 x 4 x 4	27,4 / 15	direct	
30 t	Luna	AT 30/27 (2x)	1989	4 x 4 x 4	27 / 9	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	
TELESCOPIC RT-CRANES							
60 t	Tadano	TR 600 XL	1999	4 x 4 x 4	34 / 17	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	
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50 t	Grove	GMK 3050	1997	224
80 t	Grove	GMK 4080	1995	251
200 t	Grove	GMK 6200	2000	243
450 t	Grove	GMK 7450	2004	245

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MOBILE TOWER CRANES

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Leo 50 GT, 2006



40 t Demag AC 40, 1999



60 t Faw, AT 60, 2001



60 t Liebherr LTM 1000, 2004



MAN TGA 33530, 6 x 4 HBS, 2006



110 t Liebherr LR 1100, 2005



100 t Grove, GMK 4100L, 2007



Schenker SPMT 20 Axle, PPU 350, 2009



MAN TGA 41530, 6x4 HBS, 2005



Rathmann, T 435, 2005

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All Terrain Cranes

70 t	Liebherr LTM 1070-4.1	2008
80 t	Grove GMK 4080-1	2008
95 t	Grove GMK 5095	2008 New!
100 t	Grove GMK 4100L	2008 New!
100 t	Grove GMK 5100	2005
100 t	Terex-Demag AC 100	2007
200t	Terex-Demag AC 200-1	2008 New!

Rough Terrain Cranes

30 t	Grove RT530E	2001
60 t	Tadano GR600XL-1	New !
80 t	Tadano GR800XL-1	New !

90 t	Grove RT890E	New!
130 t	Grove RT9130E	New!

Crawlers

200 t	Manitowoc 14000	2008
200 t	Liebherr LR 1200	2009
400 t	Terex-Demag CC 2400-1	2009
600 t	Terex-Demag CC 2800-1	2009

Miscellaneous

SPMT	32 axle lines with 2 x PPU Z350DC	
Goldhofer	18 ton ballast trailer 2-axle	1998
FRM-2A	18 ton ballast trailer 2-axle	2000

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LIEBHERR LTM 1055.3.1
2004

FAUN ATF 70.4 + PLATFORM
2000

FAUN ATF 100.5 2000

GROVE RT 540 2007

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CRANE TRADING

A Permanent list of all kind of cranes with full details on

CRAWLER CRANES

35 T LIEBHERR HS 832 HD	1992
ROUGH TERRAIN CRANES	
30 T TADANO TR 300 EX	1998
35 T TEREX A 400	2004
35 T GROVE RT 540	2007
60 T TEREX A 600	2003
ALL TERRAIN CRANES	
35 T TEREX AC 35 L & AC 35	2005/06
35 T PPM ATT 400	1998
2 x 35 T LIEBHERR LTM 1030/2	1999/2002
50 T LIEBHERR LTM 1050.3.1	2008/09
2 x 55 T LIEBHERR LTM 1055.3.1	2001/2004
70 T FAUN ATF 70.4 + PLATFORM	2000
80 T DEMAG AC80	2001
90 T LIEBHERR LTM 1090.1	1995
100 T FAUN ATF 100.5	2000
100 T DEMAG AC 100	2000
160 T FAUN ATF 160 G 5	2007
200 T LIEBHERR LTM 1200.5.1	2008
300 T GROVE GMK 6300	2004
500 T DEMAG AC500.1 SL	2000

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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
30 t PPM ATT 335	1997	4x4x4	27,40m + 15,00m
35 t PPM ATT 400	1998	4x4x4	30,40m + 15,00m
35 t PPM ATT 400/2	2000	4x4x4	30,40m + 8,00m
40 t Liebherr LTM 1040-1	1994	6x4x6	30,00m + 8,00m
40 t Liebherr LTM 1040-1	1999	6x6x6	30,00m + 14,50m
45 t Faun ATF 45-3	2004	6x6x6	34,00m + 15,20m
55 t Liebherr LTM 1055/1	2004	6x6x6	40,00m + 16,00m
55 t Grove GMK 3055	2005	6x4x6	43,00m + 15,00m
60 t Faun ATF 60-4	2001	8x6x8	40,00m + 16,00m
75 t Grove GMK 4075	2001	8x6x8	43,20m + 27,00m
75 t Grove GMK 4075	2001	8x6x8	43,20m + 17,00m
80 t Liebherr LTM 1080/1	2000	8x6x8	48,00m + 17,00m
80 t Faun ATF 80-4	2003	8x8x8	48,50m + 16,00m
90 t Liebherr LTM 1090-4.1	2004	8x6x8	52,00m + 19,00m
90 t Faun ATF 90G-4	2008	8x8x8	51,20m + 19,00m
100 t Grove GMK 5100	2001	10x8x10	51,00m + 18,00m
110 t Krupp KMK 5110	1991	10x6x8	50,50m + 16,00m
110 t Faun ATF 110G-5	2006	10x6x10	52,00m + 16,20m
130 t Grove GMK 5130	2005	10x8x10	60,00m + 18,00m
160 t Liebherr LTM 1160-2	1998	10x8x10	60,00m + 22,00m
160 t Faun ATF 160G-5	2005	10x8x8	60,00m + 13,20m
180 t Grove GMK 5180	2001	10x8x10	60,00m + 38,00m
220 t Faun ATF 220G-5	2009	10x8x8	68,00m + 37,20m

TELESCOPIC - TRUCK CRANES

30 t Liebherr LTF 1030	2003	6x4x2	26,00m + 8,20m
50 t Tadano Faun HK 40	2006	8x4x4	35,20m + 9,00m

ROUGH-TERRAIN CRANES

50 t Tadano TR 500 E	1989	4x4x4	34,10m + 17,10m
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REACHSTACKER

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

3,5 t JCB Telehandler 535-125	2007	4x4x4	12,50 m
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YARD CRANE

14 t Demag V73	1983	4x2x2	13,50 m + 5,50 m
14 t Demag V73	1992	4x2x2	13,50 m

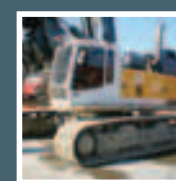
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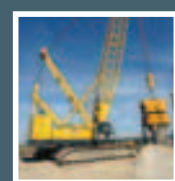
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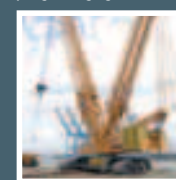
Liebherr LR8255, piling/drilling rig



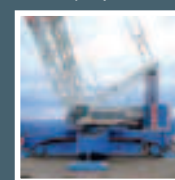
Liebherr LR1300, 300 ton capacity




Kobelco CKE2500, 250 ton capacity



Liebherr LR1750, 750 ton capacity



Demag CC2800, 600 ton capacity



Kobelco SL6000, 600 ton capacity

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1ea. Comedil CTL-400 Luffer	2006	available April 2011
1ea. Comedil CTL-400 Luffer	2006	available September 2011
2ea. Comedil CTT-181 Flat top	2003 & 2005	
6ea. Baoda Man & Material Hoist	2007	

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Grove GMK 5130, 2005

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Liebherr LTM 1120, 1990

100 t



Faun ATF 100, 2001

100 t

2 x Grove GMK 5100
2001 & 2005

90 t

Liebherr LTM 1090-4.1,
2004 & 2006

80 t



Faun ATF 80, 2002

60 t

2 x Tadano Faun ATF 60-4,
1998 & 2002

55 t



Grove GMK 3055, 2005

50 t



Grove GMK 3050, 2000

40 t



2 x Demag AC 40, 1999 & 2003

40 t



Liebherr LTM 1040-1, 1999

Further Cranes:

2 x 25 t, Demag AC 25, 1998 & 1999
 35 t, PPM Terex ATT 400, 1998
 35 t, Liebherr LTM 1035-3, 1988
 35 t Grove GMK 2035, 2003
 50 t, Demag AC 50, 2001
 70 t, Liebherr LTM 1070-4.1, 2008
 80 t, Liebherr LTM 1080, 2000

ATTENTION:

New address and changing of the company name!

In cause of our company movement and name confusions of our old company name „IMMO Cranes GmbH“, we also decided to change our company name, starting with the 1st of October 2010 as following:

IMC International Mobile Cranes GmbH

New address with immediate effect:

Im Heetwinkel 38, D - 46514 Schermbeck

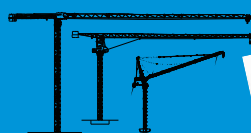
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49,50 m, tower-system 120 HC, 1 base
tower section (ex works)

1 tower crane LIEBHERR 110 EC-B 6,
year: 2007, radius: 55 m, height: 45 m,
tower-system 120 HC (ex works)

1 tower crane TEREX CTT 161/A-8,
year: 2006, radius: 65 m, height:
49,50 m (ex works)

1 tower crane TEREX CTT 141/A-6,
year: 2006, radius: 55 m, height:
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For example:



Grove GMK 5220
Lifting capacity 220 to, 68 m boom,
12-21 hydraulic jib, year 2008,
10x8x10, ca. 2.900 working hours,
ca. 20.000 KM

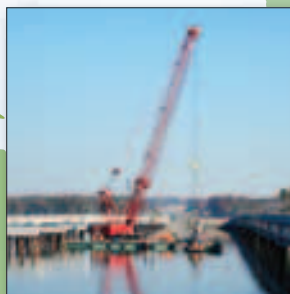


Terex Demag CC 2800-1
Crawler, Lifting capacity 600 to, 84 m
boom + 84 m luffing jib, Superlift,
3 x hoist, S-7-Kit, runner jib, 240t
Counterweight, year 2007, ca. 5500
working hours

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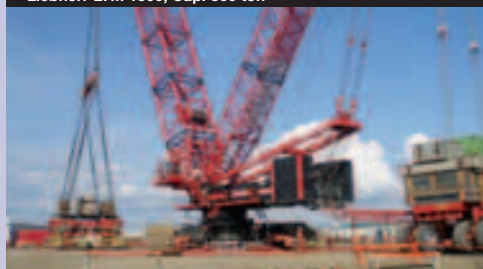
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Demag AC 100, Cap. 100 ton



Demag CC 4800-3, Cap. 1250 ton



Demag CC 1800, Cap. 300 ton



Liebherr LR 1800, Cap. 1250 ton



Liebherr LTM 1200/1, Cap. 200 ton



Liebherr LTM 1160/2, Cap. 160 ton



Liebherr MK 80, Cap. 8 ton

Crawler Cranes

REF NR.	MANUFACTURER	MODEL	CAP.	YOM	Remarks
'020509	Demag	CC 1800	300	1999	
915	Demag	CC 2800	600	1999	
785	Demag	CC 2800	600	2002	
430	Demag	CC 4800-3	800	1986	SL + Wagon
595	Liebherr	LR 1250	250	1998	
794	Liebherr	LR 1400/2	450	2002	SL + Wagon
1051	Liebherr	LR 1800	1250	1994	SL + Wagon
838	Manitowoc	4100 W S2	300	1980	Incl. Ringer
698	Manitowoc	888	209	1996	
674	Manitowoc	21000	900	1999	SL + Wagon
664	Sennebogen	5500 HD-SL	180	2001	
1711	Terex	HC 80	80	2000	
1727	Zoomlion	QUY260	260	2008	

Others

Prime Movers

Conventional Modular Trailers

Self propelled Modular Transporters

Koch Crawler Transporter

Mobile Cranes

REF NR.	MANUFACTURER	MODEL	CAP.	YOM	Remarks
554	Demag	AC 40-1	40	1998	
952	Demag	AC 50-1	50	2004	
1695	Demag	AC 100	100	2001	
1655	Demag	AC 100	100	2006	
1720	Demag	AC 350	400	2002	SSL
1700	Demag	AC 500-2	500	2004	SSL
1618	Faun	RTF 40-3	40	1999	
653	Faun	ATF 60-4	60	2000	
1395	Grove	GMK 3050	50	2004	
708	Grove	GMK 5200	200	2001	
1640	Liebherr	MK 80	8	2002	
734	Liebherr	LTM 1055/1	55	2001	
804	Liebherr	LTM 1080/1	80	1999	
807	Liebherr	LTM 1160/2	160	1999	
945	Liebherr	LTM 1200/1	200	2004	
1719	Liebherr	LTM 1300	300	1996	
1399	Liebherr	LTM 1500	500	1999	TA
1071	Liebherr	LTM 1500	500	2000	TY
761	PPM	ATT 400/3	40	2002	

Contact persons

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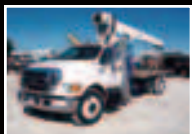
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Manitex 1770 17-Ton Boom Truck
 Fleet # 17-012
 06' Ford F750 Automatic. 230 HP ISX Engine. 70' 3-Section Boom. Hycas LMI. 20' Steel Bed. Pintle Hitch. Stand-up Controls.
\$67,500 USD



Manitex 40100S 40-Ton Boom Truck
 Fleet # 38-003
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Terex BT4792 23-1/2 Ton Boom Truck
 Fleet # 23-020
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Manitex 35124C 35-Ton Boom Truck
 Fleet # 35-006
 07' Sterling LT9513. 410HP MBE Engine. 8LL Trans. 124' 5-Section Boom. 31' Jib. DS85 LMI. FBS/ Radio Remote. 22' Steel Bed
\$199,000 USD



Manitex 40100S 40-Ton Boom Truck
 Fleet # 38-004
 07' Sterling LT9513. 450HP MBE Engine. 8LL Trans. 100' 4-Section Boom. PAT DS85 LMI. 10' Wood Bed. Rear Riding Seat.
\$197,000 USD



Terex BT4792 23-1/2 Ton Boom Truck
 Fleet # 23-023
 07' Peterbilt 340. Eaton Fuller 8LL Trans. 300 HP CAT. 92' 4-Section Boom. 44' Jib. Greer LMI. 21' Wood Bed. Stand Up Ctrls.
\$137,500 USD



Manitex 35124C 35-Ton Boom Truck
 Fleet # 35-004
 07' Sterling LT9513. 450HP MBE Engine. 10 Speed Trans. 124' 5-Section Boom. 31' Jib. LMI. Radio Remote. Stand-up Controls.
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40T	Faun	RTF40-3	1995
50T	GROVE	GMK 3050	1998
50T	Liebherr	LTM 1045	2003
50T	GROVE	GMK 3050	1999
50T	GROVE	GMK 3050	2000
50T	GROVE	GMK 3050	2001
60T	FAUN	ATF 60-4	1999

60T	FAUN	ATF 60-4	1999
60T	LIEBHERR	LTM 1060-2	2003
80T	Liebherr	LTM 1080	2000
80T	GROVE	GMK 4080	1998
90T	LIEBHERR	LTM 1090	1990
90T	LIEBHERR	LTM 1090-2	2000
100T	DEMAG	AC 100	2002
120T	FAUN	ATF 120-5	2000
160T	GROVE	GMK 5160	1999



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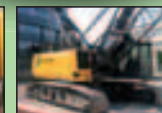
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HITACHI KH-125



LIEBHERR HS 875 HD



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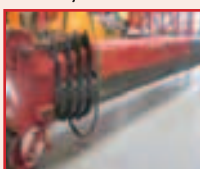
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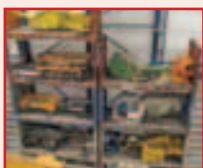
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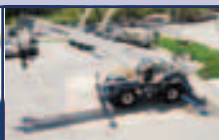
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Liebherr	LTM 1040-1	1997	40 t
Liebherr	LTM 1050-1	1995	50 t
Liebherr	LTM 1050-1	2000	50 t
Tadano Faun	ATF 60-4	2001	60 t
Tadano Faun	ATF 70-4	1998	70 t
Grove	GMK 4070-1	1999	70 t
Liebherr	LTM 1080-1	2004	80 t
Terex Demag	AC 100	2003	100 t



60 t Tadano Faun ATF 60-4, 2001



50 t Liebherr LTM 1050-1, 1995



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