

WELCOME TO THE DIGITAL ISSUE



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

THE DIGITAL ISSUE OF /C OFFERS FAR MORE:

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



MORE THAN A MAGAZINE!

INFORMATION AT YOUR FINGERTIPS

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



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

SEARCHING

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

SEARCHING ARCHIVED MAGAZINES

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

DIRECT ACCESS TO A WHOLE WORLD OF ADDITIONAL INFORMATION

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





SEPTEMBER 2011
www.craneworld.com
A KHL Group publication

INTERNATIONAL Cranes

AND SPECIALIZED TRANSPORT

TopLift
Wire rope
Tower cranes

ALE launches



Official magazine

THE MAGAZINE FOR EQUIPMENT USERS AND BUYERS



WWW.XCMG.COM

Xuzhou Construction Machinery Group Co., Ltd

TEL: +86-516-87739286 87739205

XCMG FOR YOUR SUCCESS

FAX: +86-516-87739230

Email: export@xcmg.com



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



European partner: ESTA
Approved media partner



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: cathyao@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 Potestà
Tel: +39 010 570 4948, Fax: +39 010 553 0088
e-mail: info@mediapointsr.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)532 214 6818
Fax: +90 (0)216 302 0810
e-mail: melih.apa@apayayincilik.com.tr

CHINA

Cathy Yao
Tel: +86 10 6553 6676, Fax: +86 10 6553 6690
e-mail: cathyao@khl.com

JAPAN

Akiyoshi Ojima
Tel: +81 (0)3 3261 4591, Fax: +81 (0)3 3261 6126
e-mail: ojima@media-jac.co.jp

USA/CANADA

Bev O'Dell
Tel: +1 (816) 886 1858, Fax: +1 (816) 886 1884
e-mail: bev.odell@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
Christian Peters
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
PRODUCTION/DESIGN ASSISTANT

Pippa Smith
e-mail: pippa.smith@khl.com
Tel: +44 (0)1892 786207

DISPLAY PRODUCTION ASSISTANT

Louise Ailish
e-mail: louise.ailish@khl.com
Tel: +44 (0)1892 786246

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 Moscicki
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 Stovik
Direct tel: +44 (0)1892 786201

e-mail: katystovik@khl.com

EDITORIAL DIRECTOR

Paul Marsden
PUBLISHER
James King



crane and Favco's 1,000 tonne capacity PC1000, its largest offshore crane to date.

Then two years ago it was the presentation of the 2,300 tonne capacity Manitowoc Model 31000 in the iron and the announcement of Mammoet's new super heavy lift PTC DS giant cranes. Coming full circle, three years ago it was the unveiling of the first of ALE's super heavy lifters, older brother to the latest 190,000 tonne-metre-rated AL.SK190-2, launched this August. See the full story on this and other ALE news, including an impressive lift at a US refinery, on page 15.

Talking of spectacular lifting jobs, TopLift has come around again. It is time for readers to vote in IC's annual contest to determine their favourite lifting job of the year. The choice of 10 projects is drawn from ones that have appeared in IC over the preceding 12 months.

Readers are encouraged to register their votes by completing and returning the voting form on page 46 of this issue. You can send in your vote by post (before the end of October please) or by e-mail to toplift@khl.com or by fax to +44(0)1892 786257. The story will also appear on www.khl.com with links to the entry form.

The TopLift contest has been running for more than 10 years and publisher KHL Group has a new offering in its Special Report series, *Ten Years of Toplift*. It is a compendium that includes winners, runners up and entries. *Ten Years of Toplift* offers a snapshot of what the industry is capable of and illustrates how cranes and other lifting equipment have a fundamental influence on the built environment. For more on the report see www.khl.com/information-store

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



THE QUEEN'S AWARDS
FOR ENTERPRISE:
INTERNATIONAL TRADE
2010

COMMENT

CRANE PORTFOLIO

PUBLICATIONS:



eNEWSLETTERS:

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

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

EVENTS:



FOLLOW US:



KHL.COM

To subscribe to *International Cranes and Specialized Transport* or any of the magazines in the KHL portfolio go to:
www.khl.com/subscriptions



Get the Potain advantage

The most capable and versatile tower cranes available.

Manitowoc offers a wide range of Potain self-erecting, top-slewing and special application tower cranes to meet your lifting needs. Potain cranes provide ideal capabilities for many construction projects including residential, commercial, infrastructure and industrial.

Potain advantages:

- The new Ultra View cab allows the operator to see the entire jobsite and provides increased comfort during long work days
- Potain's Optima technology maximizes hoist and swing performance
- Designed to easily fit on tight jobsites
- The global Manitowoc Crane Care network increases uptime and profitability

Visit the Manitowoc booth at the SAIE and BICES trade shows in October.

For more information, contact your dealer or visit www.manitowoc.com/cranesdealer



ON THE COVER



The second unit of ALE's 4,300 tonne capacity, 190,000 tonne-metre-rated, super heavy lifter. It is pictured undergoing load testing in Breda, the Netherlands. See the full story on developments at ALE on page 15.

SUBSCRIPTIONS

International Cranes and Specialized Transport is a monthly publication with a worldwide circulation. The annual airmail subscription rate is £160, US\$290, €210. *International Cranes and Specialized Transport* is published on the 15th of each month.

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

KHL also publishes *International Construction*, *Demolition & Recycling International*, *Construction Europe*, *International Rental News*, *Access International*, *American Cranes & Transport*, *Access, Lift & Handlers* and *International Construction Turkey*. Call +44 1892 784088 for details.

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



BPA Worldwide is the global industry resource for verified audience data and media knowledge. BPA Worldwide business media audits provide assurance, insight and advantage to business-to-business media owners and media buyers.

Published by



© Copyright
KHL Group 2011
ISSN: 1747-700X

Printed by: Garnett Dickinson Print, UK



The paper in this magazine originates from timber that is sourced from sustainable forests, managed to strict environmental, social, and economic standards. The manufacturing mill has both FSC & PEFC certification, and also ISO9001 and ISO14001 accreditation.

MEMBER OF



CONTENTS

NEWS

6

Manufacturers pull out of Iran, Anholt for Jumbo, Essex reports growth and stability, New top speaker at summit, Ainscough and ALE in heavy lift partnership, ESTA survey

BUSINESS NEWS

11

Turmoil on the stock markets in August saw share prices fall across the board, as investors sold equities in favour of 'safe havens'. *Chris Sleight* reports

PRODUCT NEWS

15

ALE unveils second AL.SK190 super heavy lifter, first unit at work in the USA, Mega Jack unveiled and first customer confirmed. *Alex Dahm* reports

TOWER CRANES

Removing a tower crane at the end of a completed project is often a bigger challenge than the installation. *Heinz-Gert Kessel* investigates



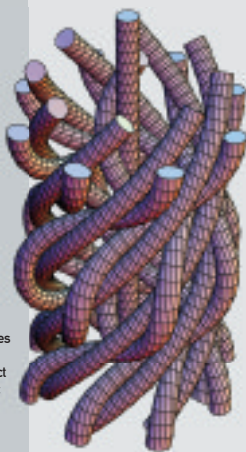
ON SITE IN DOHA

27

United Equipment Group helped top out eight towers on a project in Qatar, UAE. It provided Six Liebherr tower cranes for the project. *IC* reports

SPECIALIZED TRANSPORT NEWS

THI Fulangjie launches SPMT, Maiden manoeuvres for ALE 300 barge, Pioneering with Hanjin, Prevailing in Pakistan



WIRE ROPE

37

Roland Verreet specialises in wire rope failure analysis. He talked to *Euan Youdale* about rope failures that could and should be predicted

SAIE SHOW PREVIEW

43

IC previews the long-established annual international exhibition SAIE in Bologna, Italy.

TOPLIFT PREVIEW

44

A wide-ranging collection of TopLift candidates this year will make it a difficult choice for voters. To register your vote, please complete and return the form on page 46

BICES SHOW PREVIEW

49

This year BICES will occupy 200,000 square metres. *IC* previews the event

SAFE VIEW

51

Regular *IC* contributor *Terry McGettigan* presents his total figures for tower crane accidents worldwide for the whole of 2010

EQUIPMENT AND ACCESSORIES

57

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

BACK PAGE

59

People news, Events diary, Picture of the month

SUBSCRIPTIONS

61

How to subscribe to *International Cranes and Specialized Transport*

CLASSIFIED

62



COMMENT

53

Comment from *Joel Dandrea*

NEWS

54

The SC&RA Membership Directory and the Association's website are valuable ways to help develop new business. Further on the subject of participation, SC&RA will be active in the 2011 World Crane and Transport Summit and encourages members to attend. *Terry White* reports



Manufacturers pull out of Iran

Five international crane manufacturers have stopped doing business in Iran.

The organisation United Against Nuclear Iran (UANI) is running its Cranes

Campaign where it publically calls on crane manufacturers to stop selling new equipment and services in the country. The five manufacturers which had stopped doing business in Iran at the time of writing, on 1 September, were Konecranes,

Liebherr, Tadano, Terex and Furukawa Unic.

According to UANI, support for the campaign shows that "its economy will continue to suffer unless Iran renounces its pursuit of nuclear weapons, ceases

its egregious human rights violations, and ends its sponsorship of terror." Cranes are highlighted because of their prominent use as gallows for public executions.

USA-based UANI executive director is Mark Wallace, a former US ambassador to the United Nations.

HIGHLIGHTS

■ **Wolffkran Arabia**, a joint venture between Dubai-based Kanoo Group and German crane manufacturer Wolffkran, has agreed to supply Habtoor Leighton Group (HLG) with machines and plant as part of a five-year purchasing and rental deal. Martin Kirby, managing director, Wolffkran Arabia said the deal includes tower crane supply and installation, plant hire and disposal of crane stock. It is believed that the deal could be one of the first of its kind in the GCC. The deal covers HLG's requirements throughout the GCC was formally signed-off at a recent ceremony by executives from Wolffkran Arabia, Wolffkran and HLG.

■ **Manitowoc Crane Care** has certified the Salt Lake City branch of H&E Equipment for its EnCORE Partners programme in the USA. It is the second H&E location to qualify as an EnCORE Partner. The branch is qualified to remanufacture Manitowoc, Grove and National Crane products. "The Salt Lake City branch has always been very strong in crane sales and service," said John Brockway, vice president of crane sales for H&E Equipment Service.

■ **Australia-based GBP Cranes** has added a Tadano ATF 220G-5 all terrain crane to its fleet. It is the first ATF 220G-5 to be sold into the state of New South Wales by Tadano Oceania. Operating an 11 crane fleet, GBP is based in the heart of a coal mining region. The crane is aimed at this sector.

HEAVY TAKES HOLMATRO

Belgian company Heavy Lifting & Handling has expanded its horizontal load movement capability by adding a double-acting Holmatro skidding system to its fleet.

Antwerp-based Heavy said it has acquired the new equipment in response to a rapid increase in demand for the movement of industrial objects and installations of exceptional size and weight. The limited space where these loads, for example, generators, transformers and medical equipment, are generally placed, often precludes the economic use of a crane. Via Belgian dealer Vanas, Heavy got Holmatro to design and build the complete skidding system.

A double-acting hydraulic cylinder was built into the push/pull unit of the skidding set. The 26 tonne capacity cylinder can move a 200 tonne load.



90% revenue rise at Manitex

Manitex International, Inc. announced second quarter 2011 revenues of US\$37.1 million, a 90% increase on the previous year. Net income for the second quarter of 2011 was \$1 million or \$0.09 per share compared to \$0.2 million or \$0.02 per share for the second quarter of 2010.

Consolidated backlog at 30 June 2011 rose to \$51 million, representing an increase of 27% or \$11 million from 31 December 2010. Gross profit of \$7.5 million was an improvement of \$2.9 million compared to \$4.6 million in the second quarter of 2010.

"We continued to show progress as demonstrated throughout our second quarter results," said David Langevin, chairman and CEO. "New bookings across our business units resulted in healthy backlog growth, and strong year-over-year increases in sales, EBITDA, and earnings per share. Other equally important measures of our success in the quarter included the finalisation of the CVS

Ferrari acquisition, and the expansion and extension of our credit facility, which we believe will be key strategic drivers of our future growth."

Revenue increases were obtained in both operating

segments, with Lifting Equipment increasing 81% and the Equipment Distribution increasing 254%. Within the lifting equipment segment, boom truck crane sales increased about 80%.

NEEB & SCHUCH TAKES 500 TONNER

Germany-based international crane rental house Neeb & Schuch has added a new 500 tonne capacity Liebherr wheeled mobile crane to its fleet. The new crane is intended for operations in Romania, Bulgaria, Hungary, and Serbia.

The company is a 2011 joint venture between Wuppertal-based Neeb and Speyer-based Schuch. Both are more than 50 years old and have the second generation of the families in management positions. Both founder companies continue to operate as independent concerns, and still run their individual branches in Germany, Spain, France, Luxembourg, Romania, Tunisia, Congo, Algeria, Serbia, and Abu Dhabi.

"The 500 tonner from Liebherr can be put to work in a vast range of situations, and that means it fits in precisely with the orientation of our new company," said Armin Neeb, Neeb & Schuch managing director.



Strong growth at Palfinger

Palfinger recorded high-percentage growth in its 2011 first half year results with a 39.3% increase in revenue, compared to the same period in 2010.

About one third of this increase resulted from acquisitions made in 2010, said the Austria-based loader crane and access equipment manufacturer, while organic growth was generated largely in Europe, although there were positive trends in all regions.

In the first six months of 2011, earnings before interest and tax (EBIT) more than doubled to €36 million (US\$51 million), from €14.5 million (\$21 million) in the same period of 2010. The consolidated net result was more than tripled, said the company, rising from €7.3 million (\$10 million) in the first half of 2010 to €22.6 million (\$32 million) in the period

under review.

In addition, revenue reached €222.7 (\$317 million) in the second quarter 2011, the highest level in Palfinger's history, it claimed.

The takeover of Russian crane manufacturer INMAN is forecast to add revenue of about €20 million (\$28 million) in 2011.

"The markets in Asia still only account for a small share of Palfinger's business. The sharp increase in revenue generated in the

region demonstrates that these markets are gaining in importance. With production sites in China, Vietnam and, since the end of 2010, also in India, Palfinger is well prepared for further growth," the spokesman continued.

While the outlook for 2011 is optimistic, the massive growth rates achieved in the first half will slow down in the light of expected economic developments and the traditionally weaker summer months, said the company.

NEW HEAVY LIFTER FROM JUMBO

Jumbo Shipping will launch what it claims is the strongest heavy lift vessel in the world.

The K-class vessel is the next step above the company's existing four J-class vessels for the heavy lift transport market.

While the first unit is under construction at Brodosplit shipyard in Split, Croatia, there is an option for a second unit, said Jack Spaan, Jumbo manager of projects. The vessel will be 153 metres long and 27 m in the beam. It will carry a pair of 1,100 tonne capacity cranes, each with 27.5 m outreach. In tandem the cranes will lift up to 2,200 tonnes.

"To be able to work in Arctic regions, the vessel is to be built under ice class. For offshore operations the vessel will be prepared for future DP2 installation," added Spaan. Estimated delivery date of the new vessel is March 2013.

HIGHLIGHTS

■ AMIR Engineering has been named exclusive dealer for Unic mini crawler cranes in Israel. The company is Israel's leading supplier of aerial work and access platforms, said Unic, with headquarters in Petach-Tikva, near Tel Aviv. It will supply and service Unic's full range of mini crawler cranes for the country. Two Unic cranes have already been sold in Israel by AMIR Engineering.

■ Unic Cranes Europe will present its 1,000th 2.9 tonne capacity URW-295 mini crawler crane at the Apex aerial platform exhibition in September. According to the distributor, it supplied the first URW-295 model in April 2004 and this week confirmed its landmark order placed with manufacturer Furukawa Unic in Japan. The URW-295 is 600 mm wide to fit through standard doorways.

■ The Texas Department of Transportation (TxDOT) has launched the Texas Permitting and Routing Optimisation System (TxPROS). The online permitting programme provides real-time, GIS-based mapping for routes and road restrictions and is available 24 hours a day, seven days a week. www.txdot.gov

HIGHLIGHT

■ Insulatus in the USA is adding a 5 US ton load insulator to its product range. This will become the smallest unit in the range. It is available from September 2011. Insulatus said its technical team worked to ensure the unit becomes available before the change in law on 8 November 2011, which will mandate the use of insulating links when working close to live overhead power lines.

Ainscough and ALE partnership

Mobile crane rental company Ainscough and transport and lifting specialist ALE have announced a partnership. The two companies will combine their expertise and equipment on UK-based contracts.

Mark Harries, ALE executive director, said, "This partnership combines the strengths of two market leaders. We're delighted to be amalgamating our plant, expertise and industry knowledge to offer a complete solution to clients. The quality of service we offer is paramount and this working relationship will provide the best available, without a doubt."

Neil Partridge, Ainscough managing director, said, "Ainscough and ALE have

worked together in the UK for many years so, making the partnership official, seemed like the next logical step. By collaborating and combining our expertise, we'll be able to offer clients a seamless, full-service solution. We're excited about the opportunities this partnership will bring."



Another top speaker at November summit

Shell International's Leon Schopping is the latest senior figure to agree to give a keynote speech at the World Crane and Transport Summit in Amsterdam this November.

Schopping, Shell International's principal technical expert for lifting, will talk about the company's

twelve life-saving rules and how they specifically affect cranes and heavy transport suppliers. He will also explain how Shell communicates

its rules to everyone involved on site and how they have affected safety.

Schopping joins an agenda containing many top-level speakers

from the global crane and heavy transport sectors. The World Crane and Transport Summit will take place on 10 and 11 November 2011 at the Grand Hotel Krasnapolsky in Amsterdam. A gala dinner will be held on the evening of 10 November.

■ For full details please see www.khl.com/wcts

**WORLD CRANE
AND TRANSPORT
SUMMIT 2011**
AMSTERDAM
NOVEMBER 10-11

INTERNATIONAL ORDERS FOR ZOOMLION

Zoomlion has made what it describes as a breakthrough in the Indian market with the sale of six 25 tonne capacity TC7053-25 tower cranes to Reliance Industries.

According to Zoomlion it is the biggest single order for tower cranes since the manufacturer entered the South Asian market. They are also the biggest capacity Zoomlion tower cranes in South Asia. The order brings the number of Zoomlion tower cranes in India to 450, said the company. Zoomlion has also exported four TC8039 and TC7052 tower cranes to Azmel Contracting Company in Saudi Arabia.

■ Global Crane Sales, as part of its partnership with Zoomlion, announced the sale of its first 260 tonne capacity QUY260 crawler crane in the USA to Axis Crane. This announcement marks the launch of the company's crawler crane line, now available to the North American market.



German contractor Greif used a 100 tonne capacity all terrain crane to install thermal storage tanks at a company headquarters in Marburg.

The Grove GMK4100 was used to lift and place 23 thermal storage tanks for a new solar power plant that will supply heat and energy to the office. Greif worked through the night to minimise disruption. The tanks were lifted at a radius of 11 m using 27.8 m of boom and a full complement of 26.1 tonnes of counterweight.

The GMK4100 is the only crane Greif owns. It is a family business based in Lahntal-Sterzhausen and managed jointly by brothers Michael and Frank Greif. Their father, Helmut, founded the company in 1965 and is still involved. The company specializes in prefabricated houses.

ESTA SURVEY

European crane and transport association ESTA is asking end user companies in its member country associations that did not complete its EN 13000 survey to fill it in now. The questions should be answered by crane operators for each crane delivered after 1 May 2010. The questionnaire can be downloaded using the link below in English, German, French, Spanish or Italian: <http://www.esta-eu.org/other-documents>

Anholt wind farm for Jumbo

Jumbo Offshore has been awarded the transport and installation contract for all

111 transition pieces on the Anholt offshore wind farm in Denmark.

The 400 MW wind farm is being developed by DONG Energy and the contract was awarded by contractor MT Højgaard. The Anholt Wind Farm, in the Kattegat near Anholt Island, will be Denmark's largest offshore wind farm.

A DP2 offshore heavy lift vessel will be used to install the TPs on pre-installed monopiles, starting April 2012. The TPs, each weighing 200 tonnes and 17 m long by 5.5 m diameter, will be loaded at

Bladt Industries in Aalborg, Denmark. The vessel will carry nine at a time.

The installation vessel's two 900 tonne capacity Huisman mast cranes will be re-reeved for the project.



MORE CHINA GROWTH FOR CARGOTEC

Cargotec's growth strategy in China has been supported with its first sale of rubber tyred gantry cranes (RTG) into the country in the last five years.

The order for two Kalmar E-One 2 type RTGs comes from Cosco Pacific subsidiary Jinjiang Pacific Ports Development (JPPDC). JPPDC operates a two berth facility in Weitou Port, Fujian Province. The all electric RTGs can stack containers one-over-five high, span six container rows plus a roadway and have a lift capacity of 41 tonnes. Delivery will be May 2012.

The container terminal is in the second phase of expansion. Container throughput is forecast to reach 0.4 million TEU in 2012 and 0.8 million in 2015.

RESULTS RISE

Demag Cranes Group saw continued growth in the third quarter of its 2010/2011 financial year. The results follow Terex Group's takeover of Demag Cranes in August. "We have been able to continue our growth trend. We are pleased with our business performance and are on target with respect to our guidance figures for the full year," said Aloysius Rauhen, Demag Cranes CEO.

Group revenue was €260.3 million (US\$370 million), 26.9% higher than the third quarter in 2009/2010. The Industrial Cranes segment generated €123.7 million (\$176 million) in the third quarter, 22.1% up on the same period a year before.

In the nine months, segment revenue grew by 6.1% to €335.1 million (\$477 million). "The positive trend reflected larger volumes of orders for process and standard cranes in preceding quarters, the revenue from which was recognised during the reporting period," said a company spokesman.

In the Port Technology segment, revenue was €55.2 million (\$78 million), representing a substantial 86.3% increase on the previous year's quarter. "The low figure for the previous year resulted from revenue being postponed to the fourth quarter of financial year 2009/2010," said the spokesman.

Revenue in 2011 is forecast to reach €1.06 billion (\$1.51 billion) and grow to €1.3 billion (\$1.85 billion).

Demag Cranes purchase completed by Terex

Terex Corporation has completed the purchase of shares tendered by Demag Cranes AG shareholders, and now owns 82% of the company's shares.

The shares were bought at €45.50 each. Ron DeFeo, Terex chairman and CEO, said, "We are very pleased

with the addition of Demag Cranes to the Terex Group. Demag Cranes AG will add a new business segment to Terex with world-class products in industrial cranes and hoists, port technology and services.

"We are satisfied with the results of the tender process, and continue to believe

strongly in the compelling industrial rationale of this deal and the growth opportunities for both companies," DeFeo added.

"Demag Cranes AG's business is highly complementary to the existing Terex business, and the combination has compelling industrial logic, with a strong footprint in Europe and emerging markets," concluded a Terex spokesman.

Dock manoeuvres

Detyens Shipyards is operating two Terex SK 415 hammerhead tower cranes at its site in Charleston, South Carolina, USA.

The company specialises in the repair, refurbishment and conversion of government-owned and commercial vessels.

Configured with a 197 foot (179 m) jib and 150 and 189 foot (136 and 171 m) under hook heights, the cranes are placed to serve the pier for alongside repairs and two dry docks. Their main duty is placing supplies and equipment.



Wilmington shut down

Terex Cranes will shut down its fabrication and assembly manufacturing facility in Wilmington, North Carolina, USA by the end of the year, *IC* sister magazine *American Cranes & Transport* learned exclusively. The Wilmington facility is a fabrication and assembly plant for tower cranes and small crawler cranes.

"Terex is always looking to maximise our global manufacturing footprint to get the most benefit, and after a lot of evaluation it has been determined that we can support the tower and crawler

crane products at a different facility," said Frank Bardono, vice president, Terex. "It was a difficult decision because of the outstanding workforce we have in Wilmington, but it is a strategy to become more competitive and cost-effective in this economic environment."

From a customer standpoint, Bardono said the closure will be seamless. "Our customers will be able to support our products through their existing contacts and representatives. This was purely a strategy to do a better job of utilising our existing facilities."

ESSEX GROWTH

Ron Schad, president and CEO at Essex Rental Corp in the USA, highlighted growth and stability at the company following the release of its second quarter results.

Essex Rental Corp includes subsidiaries Essex Crane Rental Corp, Essex Finance Corp, Coast Crane Company (formerly known as CC Bidding Corp) and Coast Crane Ltd. Coast Crane was acquired in November 2010. Schad was comparing results of the quarter ended 30 June 2011 with those of the same quarter in 2010.

"Essex continues to experience steady growth and stability in its three business segments: equipment rentals, equipment distribution, and parts and service. With the exception of our crawler crane fleet, we experienced increases in utilisation rates during the second quarter ended June 30, 2011 for all of the categories of equipment that we rent. Crawler cranes experienced a slight decline in utilisation due to the conclusion of certain levee projects."

Excluding these levee-related crawler cranes, Essex continued to see a steady increase in utilisation on a comparable quarter and year to date basis.



LET'S LIFT THE WORLD TOGETHER

CRANES

**Let our team of Crane Specialists
help you succeed**

- ▶ Meeting customer needs with a full range of cranes
- ▶ Combining our diverse expertise to deliver customer solutions
- ▶ Committed to delivering responsive global support

**Learn all about Terex Cranes on
our NEW website
www.terexcranes.com**



Road Mobile Cranes



Truck Mounted Cranes



Crawler Cranes



Rough Terrain Cranes



Tower Cranes



Specialized Cranes



Port Equipment



TEREX®

WORKS FOR YOU.™

Panic selling

August saw stock markets at their most unsettled since the crash of Lehman Bros. in September 2008. Fears over sovereign debt in both the Euro zone and US came to a head. While the difficulty in raising the debt ceiling in the US, and the subsequent downgrade from ratings agency Standard & Poor's grabbed more headlines, the problems in the Euro zone are deeper rooted and will take longer to sort out.

The debt crisis in the US sprung out of the political polarisation between Republicans and Democrats. There is no real concern that this, combined with the display of political paralysis in the run-up to the debt ceiling deadline, is why the agency took the US down one step from the prized AAA credit rating. The response from politicians may have been defiant and even angry but the fact is that AAA countries need to demonstrate that they are in control of their debt and can implement policies to keep spending and borrowing on a sustainable footing.

The compromise reached in early August does not do enough to reduce the deficit in Standard & Poor's eyes, and the shameful squabbling that led up to it has put a massive question mark over US policy making.

In a sense, these are functions of the political system, rather than a massive underlying problem. The Euro zone, however, has a mixture of both. Concerns

over unsustainable debts have spread from the three countries to receive a bail out – Greece, Ireland and Portugal – to include Spain and Italy, with France also looking threatened.

This is one aspect of the contagion effect – once debts start to go bad, the crisis spreads to bond holders and other creditors. Even though France is not in trouble itself, if it had to help rescue Spain and Italy, it may be tipped over the edge.

The fears of contagion spooked the markets in August, leading to steep falls. Unlike the Lehman collapse three years ago, markets did not freefall, finding support at key levels. August, however, still saw some of the biggest one-day declines since 2008.

From weeks 30 to 34, net losses for the leading indexes ranged from 6.20% for the Dow to as much as 9.87% for the FTSE. IC's share index fared a little worse in the sell off, with a 10.66% fall in value. In general it was the US and European crane makers that were hardest hit, with a little more resilience among the Chinese and Japanese. Indeed, Tadano and Yongmao managed to gain over the same period.

All this money leaving the stock markets went to safe havens, for example, gold and Swiss Francs.

What happens now remains to be seen but there could well be a rally when investor confidence returns, as many shares look to be very cheap following the sell off.

Turmoil on the stock markets in August saw share prices fall across the board, as investors sold equities in favour of 'safe havens'. CHRIS SLEIGHT reports

SEPTEMBER IC SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	CHANGE	% CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
IC Share Index*		76.80	68.61	-8.19	-10.66	66.25	3.57
Legacy IC Share Index**		342.39	280.21	-62.18	-18.16	298.36	-6.09
Dow Jones Industrial Average		12303	11539	-763.30	-6.20	9985.81	15.56
FTSE 100		5848	5271	-577.19	-9.87	5147.30	2.41
Nikkei 225		9901	8954	-947.45	-9.57	8991.06	-0.41
Hitachi Construction Machinery	YEN	1745	1419	-326.00	-18.68	1703.00	-16.68
Konecranes	€	22.13	18.46	-3.67	-16.58	23.50	-21.45
Kobe Steel	YEN	170	143	-27.00	-15.88	178.00	-19.66
Liugong	CNY	20	19	-1.44	-7.12	23.80	-21.05
Manitowoc	US\$	14.49	11.30	-3.19	-22.02	8.61	31.24
Palfinger	€	25.03	17.85	-7.18	-28.67	16.52	8.05
Sany Heavy Industry	CNY	17.22	16.08	-1.14	-6.62	26.26	-38.77
Tadano	YEN	471	472	1.00	0.21	418.00	12.92
Terex	US\$	22.34	15.73	-6.61	-29.59	18.12	-13.19
XCMG	CNY	22.79	22.48	-0.31	-1.36	34.60	-35.03
Yongmao Holding	SGD	0.13	0.14	0.02	12.00	0.14	0.00
Zoomlion	CNY	11.49	10.61	-0.88	-7.66	9.80	8.27

*IC Share Index, 1 Jan 2011 = 100

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

EXCHANGE RATES – US\$

CURRENCY	VALUE AT START	VALUE AT END	CHANGE	% CHANGE	VALUE 12 MTHS AGO	12 MTH % CHANGE
CNY	6.44331	6.38103	-0.0623	-0.97	6.78767	-5.99
€	0.6113	0.6106	-0.0007	-0.11	0.6440	-5.19
Yen	77.85	76.65	-1.19	-1.53	84.42	-9.19
UK£	0.6922	0.6906	-0.0016	-0.23	0.7878	-12.34

Period: Week 30 – 34

A close-up, low-angle shot of a large, curved, yellow-painted metal component of a crawler crane. The component has a smooth, glossy finish and is set against a dark background. In the upper right, a red structural element of the crane is visible. The lighting creates strong highlights and shadows, emphasizing the curvature and industrial nature of the part.

Clearly Unique.

SCC8300... The brand new serial of Sany Crawler Crane.

SHANGHAI SANY SCIENCE & TECHNOLOGY CO.,LTD

No.319, Chuanda Rd, Pudong District, Shanghai
201200,P.R.China
Tel:0086-21-58595081
www.sanygroup.com



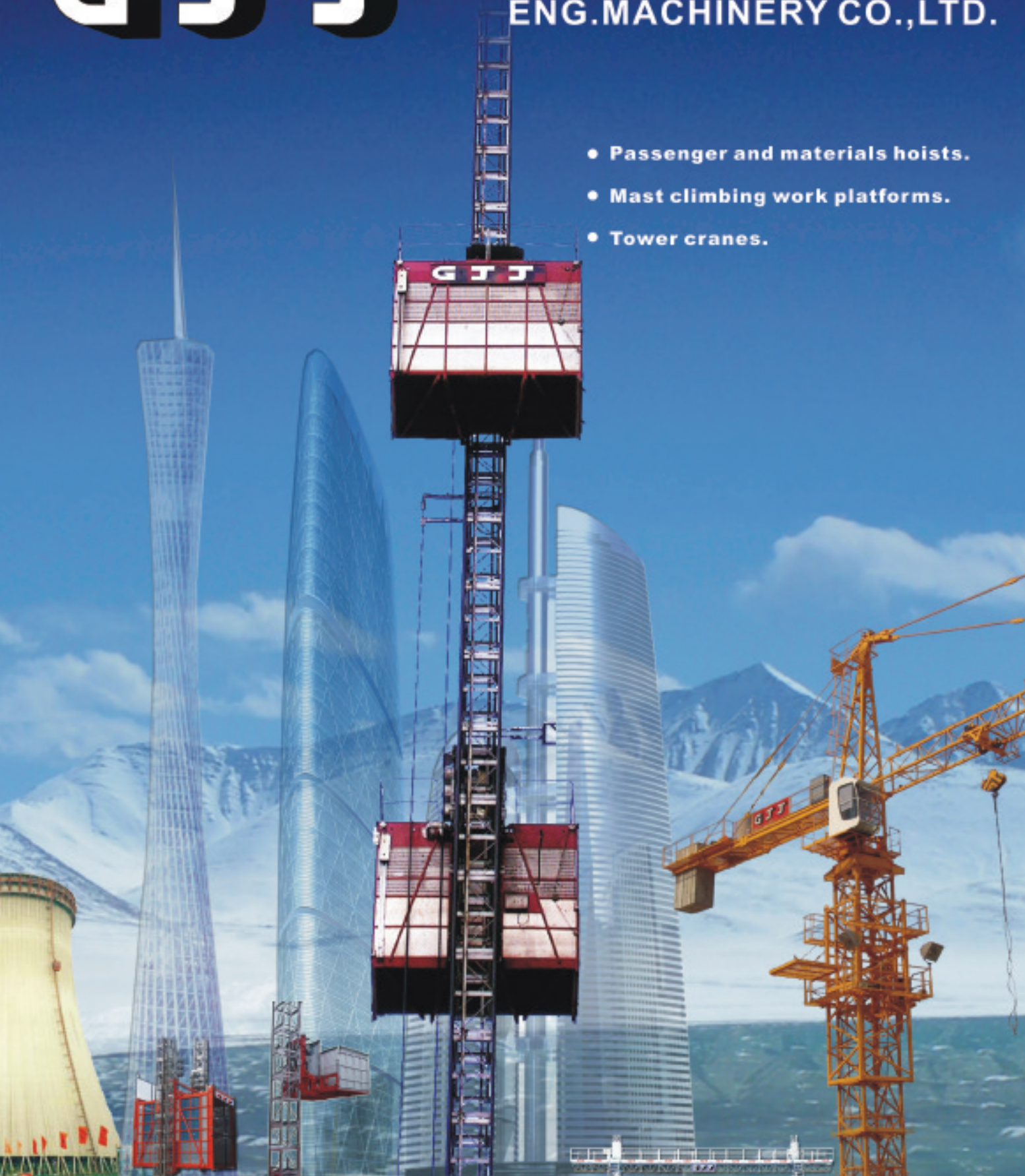
SANY



GJJ[®]

JING LONG ENG.MACHINERY CO.,LTD.

- Passenger and materials hoists.
- Mast climbing work platforms.
- Tower cranes.



Telephone: +86 20 86788678 / 86788677

Fax: +86 20 86788618

Address: Guang Zhou factory, HuaShan ,Huadu District,Guang Zhou City,China. Postal code:510880
Xi'an factory,Feng Jing industry zone, Hu county, xi'an ,china. Postal code:710077

Website: www.gjjgzjl.com

Email: gjjhoist@vip.163.com

Second ALE AL.SK190 super heavy lifter

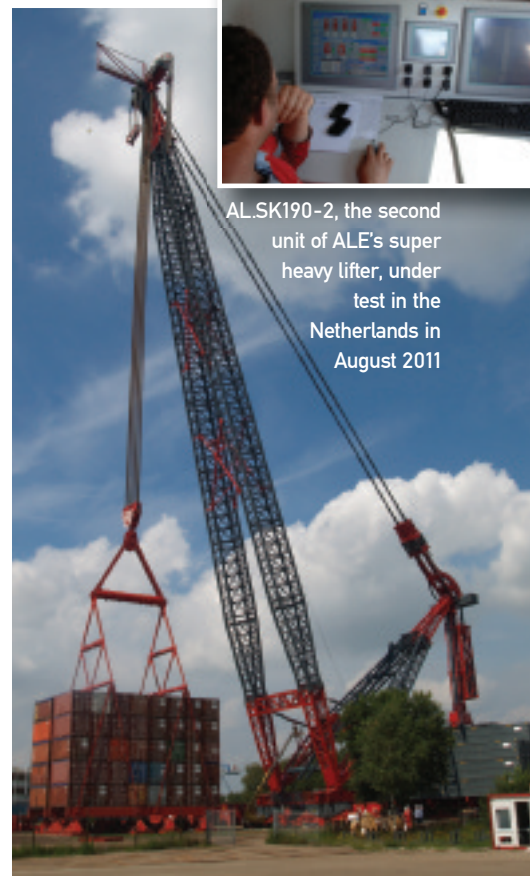


ALE claims its AL.SK190 and SK350 as the world's highest capacity land-based cranes. The 4,300 tonne capacity, 190,000 tonne-metre AL.SK190 can be converted into the 5,000 tonne, 350,000 tonne-metre AL.SK350 by adding extra structural sections

Global heavy transport and lifting company ALE has unveiled the second unit of its 4,300 tonne capacity super heavy lifter, writes ALEX DAHM

The 190,000 tonne-metre-rated ALE AL.SK190-2 is undergoing testing at the UK-based company's facility in Breda, the Netherlands. It is the same site where the first unit was assembled, tested and first shown in 2008 (*IC* October 2008, page 15).

As pictured, the boom is 118 m long and the test load is 1,500 tonnes at 65 m outreach. In that configuration it ships in around 130 containers. The main lift, at up to 10 m an hour, is by strand jacks and there is a 600 tonne auxiliary hoist by winch for faster lifting of lighter loads.



AL.SK190-2, the second unit of ALE's super heavy lifter, under test in the Netherlands in August 2011

Following completion of the testing, it will join its older brother for lifts around the world.

MEGA JACK SIGNED UP TO WORK

ALE has signed up the first customer for its latest innovation, the Mega Jack.

The heavy lift system, which can lift 50,000 tonnes to a height of 25 metres, will go to work on its first project, in South America, in 2012. Mega Jack was developed by ALE to meet the increasing demand in the offshore industry to jack up larger and heavier oil and gas platform modules and other large structures.

It comprises jacking towers, each with a capacity of 5,200 tonnes. Each tower consists of four jacking bases that contain an hydraulic jack with a stroke of 1,250 mm. A temporary support on top of each jacking base is also an hydraulic turntable. Jacking speed is two to three metres an hour. Each raising operation increases height by one metre.

With the starter beams in position above the jacking bases and the jacks fully retracted, the system can make its first stroke. In this position the starter height is just below 3.5 m. Two of four integral feed-in systems automatically insert the first set of jacking



ALE's Mega Jack can be configured to lift 50,000 tonnes to 25 m. It will go higher with some additional engineering input, the company said

beams through the temporary supports. Once in place, the jacks extend and raise the beams above the temporary supports, which rotate to hold the load while aligning their open sides with the other two feed-in systems, ready to repeat the process.

It is scalable in that the number of towers can be increased according to the size, weight and balance of the structure. Tower footprints consist of 2.5 x 2.5 m, 2.5 x 5 m and 5 x 5 m jacking base centre distances. By combining jacking bases in different configurations, jacking points with 5,000, 10,000 and 15,000 tonne capacities can be built.

"The Mega Jack has been built to fill a



Testing the Mega Jack using containers filled with ballast. The four jacking bases are arranged in 5 x 5 m configuration

huge gap in the market," explained Ronald Hoefmans, ALE executive director. "Its ability to jack up complete structures also cuts the requirement for multiple load-outs, offering significant time and cost savings for clients as well as minimising the need to work at height," Hoefmans continued.

Following testing of a single tower, a four-tower system is due for commercial operation by December 2011 and a ten tower system in 2012. Mega Jack is being developed to lift heavier loads to 50 m.



AL.SK190 shines on first job in USA

The ALE AL.SK190 preparing to lift, in one piece, the complete derrick assembly with triple drill towers and cutting deck at 54 m outreach



The first unit of ALE's AL.SK190 super heavy lifter has completed a series of record-breaking lifts on its first project in the USA.

ALE said it demonstrated the key benefits of having an extended lifting radius on the oil refinery project in Port Arthur, Texas. The heavy lifting machine completed a two stage project that involved lifting 1,338 tonnes at 54 metres outreach.

In the initial phase, the AL.SK190 was used to exchange coker drums. Six old drums were removed and replaced with six new ones weighing up to 471 tonnes each. The crane first lifted a 1,400 tonne derrick structure, which was positioned on top of the existing coker drums at a height of 100 metres, and set it on the ground. The coker drums were then exchanged, and the derrick structure replaced.

The derrick lift performed by the AL.SK190 was the first time a complete derrick assembly, consisting of triple drill towers and cutting deck, had been removed and replaced in a single piece, ALE said. The lift required a complex tackle arrangement with a 12 point pick up. This was only possible with the AL.SK190, ALE said.

To complete the project without shutting down the coker, the AL.SK190 was rigged outside the coker pit. This also

allowed completion of the project without having to dismantle any of the permanent equipment in the refinery. The coke pit wall remained untouched.

"This project clearly demonstrated the benefits of the AL.SK190's lifting radius – we were able to rig the crane off plot, meaning key aspects of the refinery remained operational during the installation. No other crane in the world had the capacity to lift the derrick structure in one piece," said John Trafford, ALE operations manager.

The crane was then relocated to the



The six coker drums that were exchanged below the derrick each weighed up to 471 tonnes

refinery's hydrocracking unit (HCU), where it was used to lift and install eight pieces, including a 625 tonne, 71 metre tall fractionator and three reactors ranging from 550 to 1,382 tonnes.

"Because of the AL.SK190's outreach we were able to use existing foundations for the HCU aspect of the project, achieving substantial time and cost savings as any other crane would have required new foundations to be laid," Trafford commented.

In addition to the AL.SK190, ALE used an 850 tonne tailing gantry and 60 axle lines of self propelled modular transporter to complete the HCU installation. ALE also supplied all the engineering calculations and related support.

The 4,300 tonne capacity AL.SK190 won the Innovation and Development Award for End Users at the 2010 ESTA Awards of Excellence. Its maximum load moment is 190,000 tonne-metres and it has a 141 m main boom and 32.1 m ballast radius. A 600 tonne capacity quick winch system is used for lifting smaller loads quickly. ■



Into the night the 1,338 tonne derrick assembly being slewed 100 m in the air



VISION CREATES FUTURE

ZOOMLION Mobile Cranes Machinery

• Crawler Crane

• Truck Crane

• All-Terrain Truck Crane

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

Address: 13/F Building A, Lugu coordinate, No. 199 Lulong Rd. Gaoxin district, Changsha, Hunan, P.R.China 410205

Tel: +86 731 88928263

Fax: +86 731 88928278

E-mail: overseas_marketing@zoomlion.com

Experience the Progress.

HC-L luffing cranes from Liebherr climb the tallest buildings.

- For tall buildings – even more than 400 m hook height
- Horizontal load path for easy and precise working
- Climbing inside and outside the building



Liebherr-Export AG
General-Guisanstrasse 14
CH-5415 Nussbaumen, Switzerland
Phone: +41 56-296 1111
E-mail: info.lex@liebherr.com
www.liebherr.com

LIEBHERR

The Group

Wilbert WT175L e.tronic ready to dismantle a
WT205L e.tronic using the same rail track



When you have finished

Removing a tower crane at the end of a completed project can be a bigger challenge than the earlier stages of planning and executing its installation. HEINZ-GERT KESSEL investigates the alternatives in Europe

It can be difficult enough to get a climbing tower crane properly planned and installed, let alone removed from the top of a tall building when construction is completed.

In the not too distant past the customer was often left alone with the task of removing climbing tower cranes. It led to individual solutions being found in the application of self-built hoisting devices or modified derricks. A number of crane manufacturers now offer sophisticated purpose-built mini cranes and derricks. Each tall building project, however, still asks for its own customer orientated solution.

The most flexible and basic concepts

to remove internal climbing tower cranes are in demand. In Europe two German manufacturers follow different design paths. Wilbert prefers the method well established in Asia, using roof top mini cranes. Liebherr opts for the more American tradition in providing a stiff leg derrick. At the same time, however, it adds versatility to this service crane. Design features allow transformation into a free slewing mini luffing jib crane.

Regardless of which design track is followed, recovery cranes are to be specified as follows:

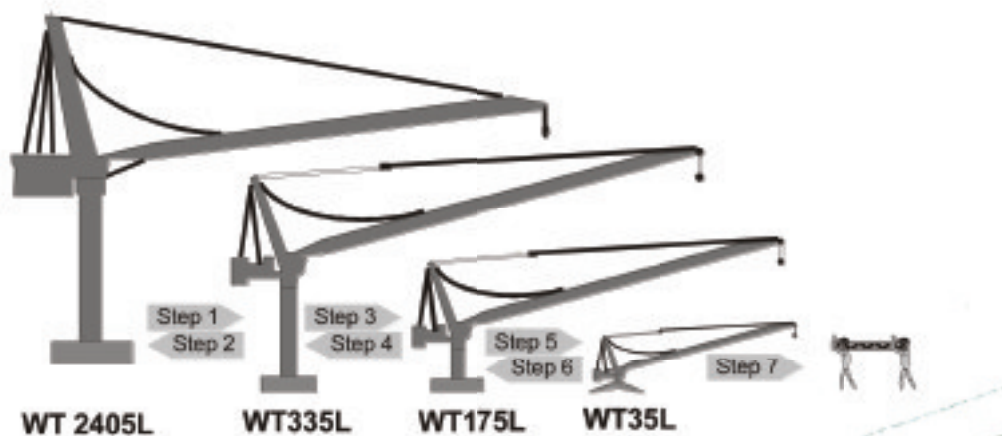
They have to be split down into components that are as small and light as possible. The intention should be that

the heaviest component can be moved by hand into an elevator. Satisfying this requirement, however, often means several steps to dismantle and remove a large internal climbing tower crane. For a 500 to 900 tonne-metre class crane at least three steps are usually necessary. Smaller lifting devices are brought in at each stage, before the last unit can be removed by hand, meaning that its maximum component weight is not more than 200 kg.

Flexible solutions

System integrated self rigging and dismantling devices are in demand because the recovery crane is often the last and only hook on the roof. Reaction forces to the building's roof should be minimised and a number of undercarriages and foundation bases should be available to adapt the crane to the requirements of the building. An adjustable system with outriggers is appreciated.

Hoist drum capacity should be as great



Wilbert-engineered dismantling steps for a 2,400 tonne-metre class crane using in-house built recovery cranes

as possible to cope with the rising height of the building. In the early days 200 metres was enough but today 600 m hook height should be attempted as a standard feature.

Sophisticated safety devices should be comparable to modern tower cranes while the recovery crane structural design code could be different from tower cranes.



A recovery crane is not used in constant operation at its maximum load moment throughout its life. Also in demand is a compact design as space on the building's roof is often restricted.

Wilbert owns a full line of recovery cranes to dismantle even its largest luffing jib crane, the 2,400 tonne-metre class WT2405L e.tronic. The company has used its new WT175L and the WT35L to bring down the two roof travelling WT205L e.tronic cranes from the two boiler houses of the Neurath power station in Germany. The WT175L e.tronic was installed on a cruciform 6 x 6 m travelling cross base with light weight bogies on the same rail track as the WT205L. Placed at the edge of the roof, the WT175L e.tronic could lower the components of the WT205L to the machinery house where they were picked by a 500 tonne capacity wheeled mobile crane at a height of 62 m.

The WT175L e.tronic then used the same rail track to move to the position of the dismantled WT205L e.tronic to make space for a fixed WT35L installed using the WT175L e.tronic. This method meant no extra area of recovery crane foundation on the roof area. Small and light bogies for the WT175L e.tronic were essential to bring component weight in the lifting capacity range of the WT35L. Its components were lowered to the 62 m level where they were picked up by the mobile crane. The WT35L e.tronic dismantled the remaining rail on the boiler house roof before it was dismantled by a helicopter.

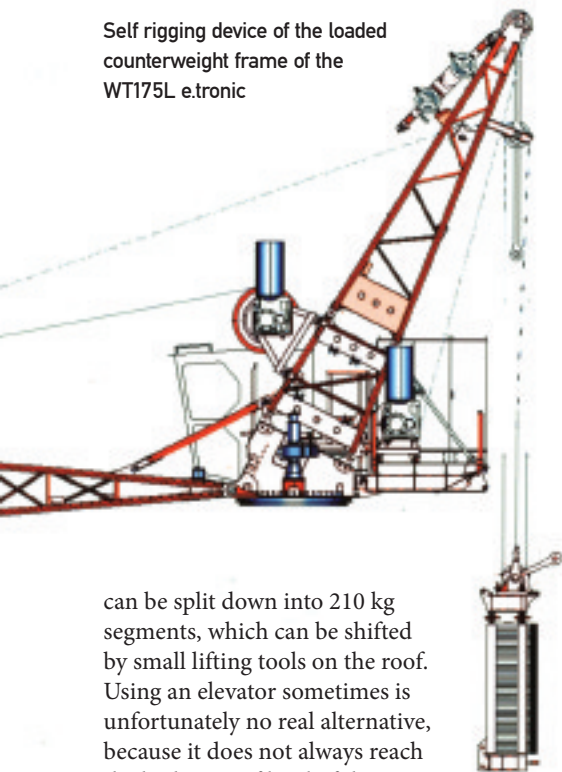
Break it down

As Mr Kronewitter, sales manager at Wilbert points out, specially for power station projects the dismantling of the WT35L with a small helicopter turned out to be a very economical method. Even the 6 tonne capacity recovery crane

Wilbert WT35L lifting a boom section of the WT175L e.tronic over the edge of the boiler house roof of the Neurath power station in Germany



Self rigging device of the loaded counterweight frame of the WT175L e.tronic

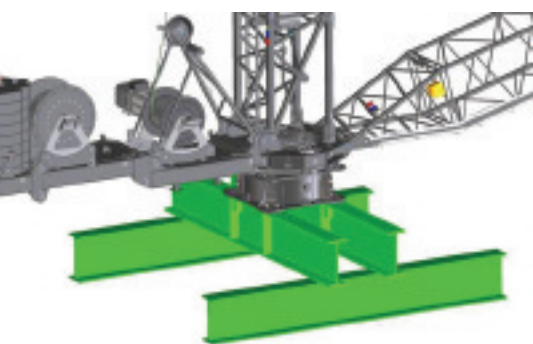


can be split down into 210 kg segments, which can be shifted by small lifting tools on the roof. Using an elevator sometimes is unfortunately no real alternative, because it does not always reach the highest roof level of the building.

A special self rigging device for the WT35L can be found in the boom erection by its own means, reducing the required roof area for crane installation. The boom is put in the upright position and boom intersections are inserted corresponding to the way a tower crane mast is climbed. As Kronewitter recalls, however, that feature had never previously been used.

The bigger WT175L e.tronic was shown at the last Bauma exhibition in Munich, Germany, April 2010. Depending on the number of falls of rope, 24 tonnes can be lifted using this mini tower crane with only 4 m counter radius and maximum component weight of just 1.5 tonnes.

In addition, this Wilbert development includes some sophisticated self-rigging



Custom-built steel frames can be directly bolted under the slewing ring support of the Liebherr 200DR 5/10 to spread the load in free slewing mode. In addition, the slewing ring support can be connected with a Liebherr standard tower system to transform the roof mounted crane into a small luffing jib tower crane.



WT35L used as a mini tower crane for a cladding project in Darmstadt, Germany, on a standard 2 x 2 m Wilbert tower system

features. The counterweight can be lifted into place by the hoisting winch in a single lift up to 250 m. On higher work sites the 500 kg ballast blocks can be packed piece by piece into the ballast frame.

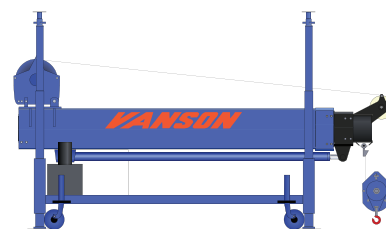
The WT175L e.tronic incorporates all proven safety devices of the Wilbert luffing jib tower cranes and can have remote control or be operated from the standard Wilbert cabin. Both recovery cranes, the WT35L and WT175L e.tronic can be installed on any Wilbert tower system and undercarriage. This means that the recovery cranes can be operated as top slewing tower cranes.

As a non-climbing unit the larger of the two can be used as a lightweight city crane on 4.6 x 4.6 m city cross base and Wilbert E20 mast system. The WT35L was originally designed to be fixed to a foundation by screws so the building must cope with the tension reaction forces. The larger unit was designed with a cruciform base which can be loaded with ballast if required. The building roof only has to carry the upload of the crane. A pair of standard 40 foot containers are needed to transport the WT175L e.tronic with 36 m jib.

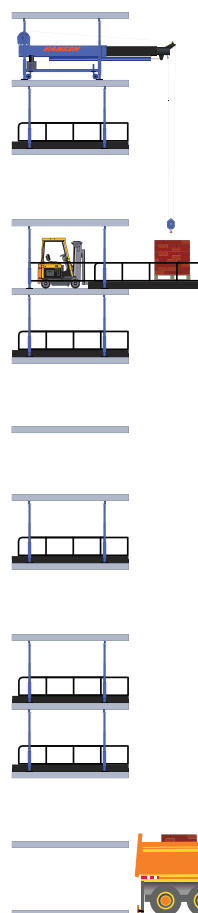
Derrick crane

Liebherr's 200DR 5/10 Litronic has unique versatile design features by combining the traditional stiff leg derrick concept with that of a roof mounted free slewing boom crane. By using stiff legs the load moment doubles from 108.78 to 201.88 tonne-metres. In the free-slewing pedestal crane version it can lift 9.8 tonnes at 11.1 m. With stiff legs the same crane can handle 9.8 tonnes to 21 m radius in two fall configuration.

VANSON
tower cranes of today...



The **VANSON** PS32 Deck Loader

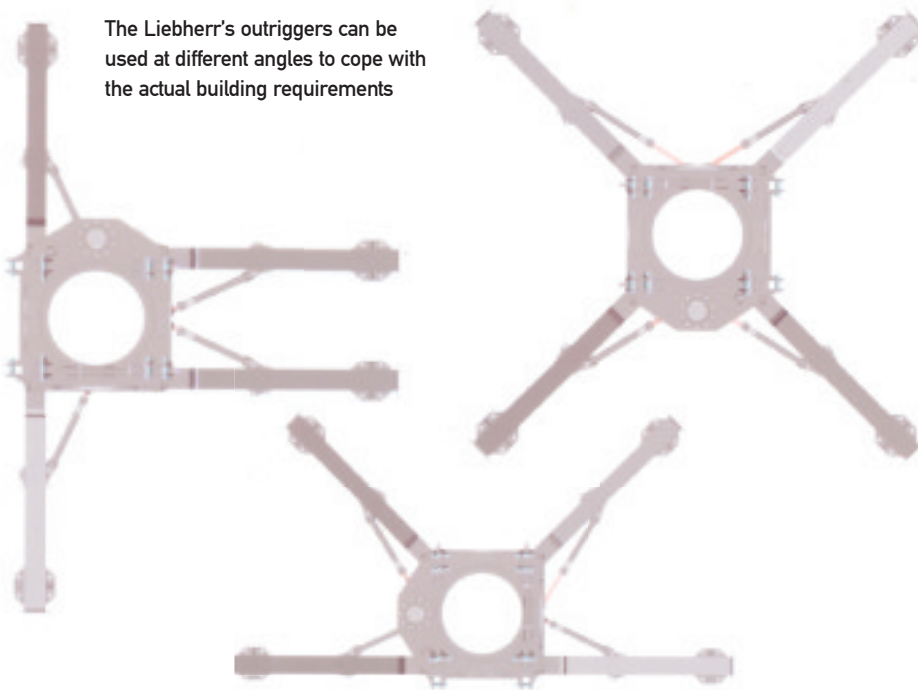


VANSON CRANES Ltd
Honey Pot Lane
Colsterworth
Grantham
Lincolnshire
NG33 5LY
United Kingdom

Tel: 00 44 1476 861 011
Fax: 00 44 1476 861 014
Email: sales@vansoncranes.com
Web: www.vansoncranes.com

TOWER CRANES

The Liebherr's outriggers can be used at different angles to cope with the actual building requirements



In comparison, the Wilbert WT175L lifts 9 tonnes in three fall operation mode up to 12 m radius. While the Wilbert alternative has a much steeper load moment curve, the Liebherr offers substantial more outreach for a 9 tonne load in the derrick version. It ensures an ability to lower heavy parts from great height at a safe distance from the building. The capacity is generally suitable to lower components of 300 to 500 tonne-metre class tower cranes.

In contrast to the Wilbert, which offers 12 to 36 m jib length, the Liebherr just offers a jib length of 21 and 25 m. Depending on one or two line reeving, 5 or 10 tonne capacity is provided.

The Wilbert alternative offers more than double the lifting capacity but only at small outreach up to 8 m and in seven fall configuration. The heaviest part of the Liebherr is 1 tonne, which is comparable to other typical derricks of just 5 tonnes capacity.

Depending on site conditions, using the Liebherr means that one step in the crane line used to dismantle a large internal climbing tower crane can be omitted. For optimum adaptation to site conditions, the 200DR 5/10 Litronic can be installed as free slewing unit on outriggers pin connected to the slewing ring support. They can be positioned at different angles. As an alternative the slewing ring support can be directly bolted to a custom-built steel frame.

In contrast to the very compact tail radius of the Wilbert WT175L e.tronic, the

On the Liebherr test ground the 200DR 5/10 demonstrates its self dismantling ability





With special stiff-legs the Liebherr 200DR 5/10 can also be installed under cramped site conditions on lower parts of a building

Liebherr has a larger counter radius. Space requirements for the crane rise when the derrick version is chosen. Corner pressure, however, can be reduced by about 20%. As derrick crane version the struts and stiff legs again can be adapted in many ways to the actual connection points of the building. In contrast to the mini roof crane concept, an optimum distribution of the support forces can be easily obtained.

Self dismantling

Special safety features should be required for removing tower cranes from tall buildings. Liebherr monitors all crane movements using its well known systems from the standard luffing jib crane range. In addition to wind speed and operating condition, overload or pre-overload warning are indicated. The 200DR 5/10 Litronic offers many

TOWER CRANES

A high-lift truck as part of the package of assistance equipment delivered by Liebherr to dismantle the 200DR 5/10 into parts that fit into a standard building elevator

self dismantling features. The jib, for example, is used to remove the legs and struts of the derrick version.

The crane then turns into a free slewing unit. After lowering the jib the mast head section can be used as a boom to dismantle the jib into sections and lift them down to the ground. Using its mast at 5.6 m radius, 250 kg can be lowered from a 300 m building. When the mast is lowered onto the building roof only simple hoisting equipment is needed to dismantle the base crane.

For this purpose Liebherr sells the 200DR 5/10 Litronic with a package consisting of a small high lift truck, forklift truck and a collapsible monorail workshop crane. Under these conditions the crane can be split down in two to four days depending on space. The remaining components can be lowered in a building's lift. To do this the parts can be no more than 2.20 x 1.30 x 1.10 m.

Personnel protection is granted by catwalks and safety cables on all accessible parts of the crane. It may even be possible to remove the jib in the air over the edge of a building. While Wilbert has realised special jobs with its recovery crane on top of standard tower sections, this application of the Liebherr 200DR 5/10 Litronic pedestal crane is designed and calculated but up to now not realised.

De-rigging

Worldwide six units have been sold by Liebherr, showing that the special crane is finding its niche market as a serial product. Contractor Al Rostamani Pegel (ARP), supported by the engineering department of Liebherr-Werk Biberach, used a 200DR 5/10 Litronic to dismantle a pair of Liebherr 160HC-L 8/16 Litronic internal climbing cranes from the 160 m Latifa tower in Dubai.

In this case the building design had been changed during construction and the roof conditions were unclear when the tower cranes were already raising the building. A flexible de-rigging device was needed for the internal climbing cranes. After topping out it turned out that through the building's design change the proposed location on the roof for the derrick to dismantle the tower cranes would have been too low.

ARP decided to build a concrete strip foundation on which the crane was placed to gain additional height. In addition, all forces from the outriggers and the slewing >

autec
safety remote control

BICES (Boiling 18-21 October)
Hall C - Booth C42
and SAFE (Boiling 23-28 October)
Outdoor area 4/4 - Booth 2-34



*"A ship in port is safe,
but that is not what ships are built for"*
Grace Murray Hopper

Keep your cranes working for you - safely...

Autec:
state of the art in safety remote control



www.autecsafety.com



company certified since 1995



ring support could be transmitted to suitable supporting points. Alternatively a custom steel frame pedestal would have also been an appropriate solution.

First tower crane number one was dismantled before tower crane number two placed the Liebherr derrick opposite the old location. Within a short time tower crane number two was lowered to the ground. Originally it was planned for the Liebherr Derrick to dismantle itself and to lower the parts using the installed material hoist. The material hoist, however, was no longer available due to delay in the tower construction. ARP installed a small baby derrick to lower down the main derrick's parts, in addition to speeding up the dismantling of the Liebherr derrick 200DR 5/10.

The Liebherr recovery crane installed on one of the lower roofs of the Latifa Tower in the Middle East, removing a Liebherr 160HC-L internal climbing crane. Just the tower has to be lifted out of the building shaft. The A-frame of the 160 HC-L is stored on the building roof beside the 200DR 5/10 which has been set up as a pedestal version due to the restricted space conditions. To gain the necessary overall lifting height for the recovery crane its outriggers are based on a concrete foundation

Lifting Equipment

Design • Engineering • Manufacture

Modulift®

working between the hook and the load



- **Spreader beams** for 2 - 5000 tonne loads & spans up to 100m
- **Lifting beams** for 2 - 2000 tonne loads & spans up to 17m
- **Lifting frames, spreader frames & custom designs**
- **Quality assured products, fully tested and certified**

UK Sales Office: +44 (0)1202 621511

USA Sales Office: +1 800 920 7569

e-mail: sales@modulift.com

www.modulift.com

Available worldwide with distributors in the following locations:

AFRICA - ASIA - AUSTRALIA - EUROPE - MIDDLE EAST - NORTH AMERICA - SCANDINAVIA - SOUTH AMERICA

See our website for our distributors contact details @ www.modulift.com



CE



Your reel partner



DEMAG s.r.l. Via R. Masi, 14
20013 Mogenta (MO) Italy
Tel. +39-02.9784488
Fax +39-02.97003509
E-mail: info@demac.it

Company certified
ISO-9001



Hydraulic hose reels
Reels for electrical cables
Length and angle transducers
Hose reels for oil, water, air, and gas
Combined electro-hydraulic reels

www.demac.it



The instinct for safety

**ANTI-COLLISION
SYSTEMS
MANUFACTURER
FOR TOWER CRANE**



**Your partner for
special wire ropes**



- ▶ Hoisting Ropes
- ▶ Trolley Ropes
- ▶ Pendant Ropes
- ▶ Assembly Ropes
- ▶ Boom Hoist Ropes
- ▶ Pipe Handling Ropes

**Please get in
contact with us!**

Tower crane wire ropes for:

- | | | |
|----------------|------------|-----------------|
| ▶ Liebherr | ▶ Cadillon | ▶ Ferro |
| ▶ Wolffkran | ▶ Pekazett | ▶ Terex-Comedil |
| ▶ Potain | ▶ Conecta | ▶ König-Krane |
| ▶ Terex-Peiner | ▶ Arcomet | |

www.carlstahl-lifting.com

www.ags-btp.fr
contact@ags-btp.fr



LINDEN COMANSA

TOWER AND LUFFING-JIB CRANES



Construcciones Metálicas COMANSA S.A.

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



Linden Comansa AMERICA LLC

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



Hangzhou Comansa JIE Construction Machinery Co. Ltd

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

Liebherr models 130 EC-B and 154 EC-H used to install formwork shuttering

Topped out

United Equipment Group helped top out eight towers on the Business Park project in Doha, Qatar, UAE. It provided Six Liebherr tower cranes for the project. *IC* reports

The 23,000 square metre Business Park project features eight low-rise towers up to a maximum nine floors. It includes the Crowne Plaza hotel and an elliptically-shaped conference hall as its centrepiece.

Excavation of the site was carried out by main contractor Redco Almana Construction, excavating to a depth of 15 metres in the hard and abrasive limestone and coral ground.

The six Liebherr tower cranes came from the rental fleet of United Equipment Group. They were strategically located on site to maximise lifting capacity and utilisation.

Two 280 EC-H 12s were positioned to allow double handling of steel beams weighing up to 10 tonnes for the construction of the conference hall.

According to Mamoun Eng. Al Fara, construction manager, the loading capacity of the project's access road was insufficient to accept the steel beams. "They are, therefore, off-loaded one-by-one from the main road by one of the Liebherr 280s and lowered close to the site perimeter. The second 280, featuring a 50 m jib, is then able to lift and position the beam in place."

For the remaining towers the Liebherr

cranes were used for lifting and positioning reinforcement and formwork shuttering. Redco opted for smaller Liebherrs, comprising two 130 EC-B and two 154 EC-H models, with 60 m and 55 m jibs, respectively.

"The Liebherr cranes were frequently working 24/7 and, in the rare event of a minor breakdown, the crane was back in action within a few hours," said Eng. Al Fara.

The cranes helped to complete a floor cycle of five days per slab, measuring up to 800 square metres, and using two sets of shuttering. This allowed Redco to top out all eight towers 60 days ahead of schedule.

A quick turnaround time was aided by features of the cranes, including Liebherr's LiConnect jib connection system, a removable pin-down crane cab and electric plug connections to the drive units and switchgear.

Client for the project is Trans Orient Hotels and the consultant is Arab Engineering Bureau.

Two 280 EC-H 12s handle steel beams



Artist's impression of the Business Park project

**The advantages
and capacity of
our J420 crane
are so big that
we cannot
fit them in
an advert...**



C R A N E
J420
H SERIES

NO LIMITS



NEW

... in fact, we could not

- LATEST TECHNOLOGY AND DESIGN •
 - 100% EUROPEAN QUALITY •
 - QUICK, SAFE AND EASY ASSEMBLY •
- OPTIMIZED TRANSPORT. 100% SHIPPED IN CLOSED CONTAINERS •
- MINIMAL DISTANCE BETWEEN THE HOOK AND THE TOP OF THE TOWER •
 - 2.16 m SQUARE TOWER, DESIGNED FOR REDUCED SPACES •
 - SINGLE TROLLEY SYSTEM FOR BOTH SR AND DR •
 - MAXIMUM JIB LENGTH: 85 m •
 - MAXIMUM LOAD CAPACITY: 24 Tons •
 - HOISTING SPEED UP TO 205 m/min •

...



Simply excellent cranes

www.jasogroup.com



Lifting your dreams

TADANO LTD.

Tokyo Office: International Division
Japan
 Phone: 81-3-3621-7750
 E-mail: tdnihq@tadano.co.jp

Beijing Office
China

Phone: 86-10-6597-3210
 E-mail: beijing@tadano.co.jp

Middle East Office
U.A.E.

Phone: 971-4-8871353
 E-mail: tadano@tadano.ae

TADANO FAUN GmbH
Germany

Phone: 49-9123-955-0
 E-mail: info@tadanofaun.de

TADANO AMERICA CORPORATION
TX U.S.A.

Phone: 1-281-869-0030
 E-mail: sales@tadano-cranes.com

TADANO MANTIS CORPORATION
TN U.S.A.

Phone: 1-800-272-3325
 E-mail: sales@mantisranes.com

TADANO ASIA PTE LTD.

Singapore
 Phone: 65-6863-6901
 E-mail: Tdn-crane@tadanoasia.com

TADANO SOUTH CHINA CO.,LTD.

Hong Kong
 Phone: 852-2544-9310
 E-mail: info@tadanosc.com

TADANO KOREA CO.,LTD.

Korea
 Phone: 82-2-714-1600
 E-mail: tadano@korea.com

TAIWAN TADANO LTD.

Taiwan
 Phone: 886-2-2754-0252
 E-mail: tadano@ms18.hinet.net

TADANO OCEANIA PTY LTD.

Australia
 Phone: 61-7-3120-8750
 E-mail: info@tadano.com.au

Maiden manoeuvres

ALE used its new 20 tonne per square metre ALE 300 barge for the first time to transport two 830 tonne de-methaniser vessels in the United Arab Emirates. IC reports

The 98 m long de-methaniser vessels, part of the Integrated Gas Development Project in Abu Dhabi, UAE, were transported by sea from Mina Zayed Port to Ruwais and onwards by land to the Habshan 5 Process Plant.

ALE received the two vessels at Mina Zayed Port using two self-propelled modular transporters (SPMT) in 4-file, 12-axle and 4-file, 14-axle split trailer configurations. Measuring 98 x 8.5 x 8 m (L/W/H), they were the largest vessels to have been handled at the port. Each vessel was lashed down, then loaded out directly to the ALE 300 barge and lashed and secured.

"A special feature of ALE 300 is its above-standard deck loading capacity of 20 tonnes per square metre," commented Richard Peckover, ALE executive director Middle East. "This maximises load capacity and minimises load spreading requirements, setting a new standard for efficiency in barge loading operations."

Following load-in at the Ruwais Industrial Area Services Harbour, the de-methaniser vessels underwent a 'jack and pack' operation. Using the SPMT's integral jacking stroke, each vessel was jacked up from 1.6 m under



One of the two de-methaniser vessels being lowered onto SPMT at Mina Zayed Port

the saddles to 3.1 m to change to a bolster, or turntable configuration. The SPMTs were then fitted with heavy-duty bolster turntables and load spreading for land transportation along Highway E11.

"Transporting the vessels from Ruwais to the first parking area 12 km from the city required a purpose-built road, which was constructed in co-ordination with Ruwais authorities, as well as a purpose-built section of the central reservation on the highway," said Cameron Waugh, ALE

general manager. "Once we reached the first parking area we then had to change the SPMTs to a split trailer configuration to meet Department of Transport guidelines for the remainder of the journey along the highway."

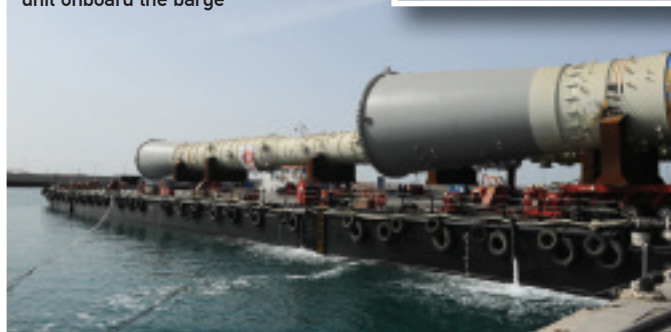
The 100 km journey to Habshan took seven nights and required ALE to negotiate road works, bypasses, overhead gantries and sign boards. On reaching the final parking area, the transport configuration was changed back to a bolster configuration to meet site access restrictions and manoeuvring requirements for the remaining 20 km.

"The final transport through the site, in co-ordination with Abu Dhabi Critical National Infrastructure Authority, was conducted in daylight hours with a total of three kilometres negotiated along a purpose-built route to the delivery position and foundation," said Cameron. The entire transport took 21 days.

The first de-methaniser successfully loaded out to the ALE 300



SPMTs manoeuvre the second unit onboard the barge



Both vessels in position aboard the ALE 300



SENNEBOGEN

690_{HD}

Heavy Duty Equipment. Special Foundation Construction.

- **Powerful:** up to 447 kW drive power with economical 1,800 rpm
- **Stable:** largest contact area in its class: 5,000 mm x 5,440 mm
- **Effective:** highest line speed in its class: 115 m/min
- **Versatile:** 2-rope grab operation with completely synchronous main winches
- **Reliable:** easy-to-control technology for hard operating conditions
- **Ergonomic:** modern **MAXCAB** comfort cab for best working conditions
- **Compact:** ease of transportation between construction sites – 3.5 m transport width



SENNEBOGEN Maschinenfabrik GmbH
Sennebogenstraße 10, 94315 Straubing, Germany
Phone +49 9421 540-144

GO FOR GREEN
→ www.sennebogen.com





Prevailing in Pakistan



Deugro Logistics, based in Germany, transported 11 diesel generators to a power plant in Pakistan using Goldhofer equipment.

The transport volume comprised 2,158 cubic metres with a gross weight of 1,773 tonnes. Four 18-axle heavy-duty Goldhofer THP/SL modular trailers were used. The modules were pulled by three MAN and one Mercedes-Benz Actros truck tractors.

Six of the generators posed a particular challenge. They weighed 295 tonnes each and were 6.2 m high. This meant transporting 1,268 kilometres across Pakistan on predominantly unpaved hilly roads. Despite this, the Deugro team accomplished the project on schedule.

The journey lasted more than two weeks because the convoy could only travel by day and on the only main traffic route between the southern Pakistani province of Sindh

and Punjab in the north. Even during the day, the road had to be expanded and by-pass roads created to accommodate the transport.

PIONEERING WITH HANJIN

Korea-based Hanjin has taken delivery of a new self-propelled barge, the Hanjin Pioneer.

Designed to carry super-heavy cargo, such as evaporators for a desalination plant, mega ship blocks and rail mounted quayside cranes (RMQC), the vessel completed its maiden voyage carrying two ship blocks from China to India in May 2011.

The company has also invested in 60 axles of Scheuerle SPMT, and now operates 128 axles with five power pack units.



The Hanjin Pioneer demonstrates its heavy cargo capabilities



heavy duty modular and self-propelled vehicles

SAIE 2011
INTERNATIONAL BUILDING EXHIBITION
Bologna, 5-8 October Opening Hours: 9am - 6pm



2011
Crane & Rigging
Workshop

partners-cc.it



INDUSTRIE COMETTO S.p.A.

VIA CUNEO, 20 - 12011 BORGO S. DALMAZZO - CN - ITALY
TEL. +39.0171.263300 - FAX +39.0171.266335
E-mail: cometto@cometto.com - <http://www.cometto.com>

INDUSTRIE COMETTO
building for the heaviest duties



The TJ-S2.43 on show



TJ-S2.43 undergoing static 125% load test with a payload of 450 tonnes

THI Fulangjie launches SPMT

Specialized transport equipment manufacturer THI Fulangjie (also known as Tiandi) in China has a new self propelled modular transporter (SPMT) optimised for transport in containers.

The TJ-S2.43 offers a capacity of 40 tonnes per axle line. It is designed for sale worldwide and has CE marking, the manufacturer said. The increase in capacity over the usual 36 tonnes per axle line is achieved with a stronger chassis design using Q690 grade high strength steel, according to the manufacturer. Each of the four wheels per line carries a Continental 355/65-15PR24/80 tube tyre.

The first 10 axle lines of TJ-S2.43 have been combined, with one 4 axle line module and one 6 axle line module, for testing. They passed the static 125% load test with a payload of 450 tonnes, and also passed a dynamic load test to 110% with a payload of 400 tonnes, THI Fulangjie said.

The SPMT, with its 390 kW (523 hp) MTU-engined power pack unit (PPU), has computerised electronic multi-way steering controlled wirelessly. Maximum steering angle is +/- 90 degrees and the available steering patterns include normal, diagonal, crab and carousel. Its standard loading height is 1,500 mm and the hydraulic

suspension offers a stroke of +/- 350 mm.

The first order, for more than 300 axle lines, was from a Chinese heavy transport and lifting company. Delivery will be in time to be used on a project to construct a 12,000 tonne offshore platform. The first 100 lines of TJ-S2.43 will be delivered at the end of 2011, THI said.

THI has received enquiries from South America, Europe and the Middle East for projects related to offshore platform, oil & gas, and shipbuilding industries.

THI Fulangjie may also be recognised under the names Tiandi and Tianjie Heavy Industries.



Goldhofer

GOLDHOFER HEAVY-DUTY MODULES

QUALIFIED SOLUTIONS FOR EXTREME TRANSPORT CHALLENGES.

Our heavy-duty modular systems can be individually matched to meet your requirements. At Goldhofer, providing qualified solutions means not only building resilient high quality products, but also giving our customers highly functional solutions for transportation and logistic challenges. Through our comprehensive project engineering and competent after sales program, Goldhofer is there when you really need to get down to business.

Goldhofer products are the result of over 300 years of investment, development of new technologies, and perfection of our customer service. One thing is absolutely clear; Economy is ultimately a function of high resale value, long term durability, and safety. This is what we stand for and promise. Invest in your future. Goldhofer – The Original.

WWW.GOLDHOFER.COM

The background of the entire advertisement is a photograph of an offshore wind farm. Three large wind turbines are visible against a dramatic sunset sky with orange and yellow clouds. The sea in the foreground is dark with shimmering highlights from the low sun. A service vessel is positioned near the base of the largest turbine on the left.

Reach the Unreachable

with cranes from PALFINGER WIND




A Dutch company

CO-MAKER IN SPECIAL EQUIPMENT




DE HAAN
SPECIAL EQUIPMENT

De Haan Special Equipment B.V.
P.O. Box 4 - 9500 AA Stadskanaal - The Netherlands
T: +31 (0)599 613 300 - F: +31 (0)599 621 168 - www.dehaan-se.com



DIEPA B 75
extremely high breaking force



Special Wire Ropes

DIEPA
Drahtseilwerk Dietz
GmbH & Co. KG
96465 Neustadt bei Coburg
Germany

Phone: +49 (0) 9568 924-0
Fax: +49 (0) 9568 924-101
info@diepa.de
www.diepa.de

Learning from experience

Roland Verreet specialises in wire rope failure analysis using instruments, including scanning electron microscopes and modern digital microscopes. He talked to EUAN YOUNDALE about rope failures that could and should be predicted

several times along its length. A 200 m long rope could still be working with 10,000 wire breaks, even though it is made up of 300 wires. If the machine operator had understood the warning signals, in many cases he would have had plenty of time to stop the lift."

In the first of a two-part feature, Verreet shares his expertise on rope failures that can be predicted.

Predictable failures

If no corrosion, excessive heat, mechanical or chemical damage is involved, the rope is going to fail in the zone which has been subjected to the greatest amount of fatigue and abrasion. For many applications this means that the most likely zone where a rope failure is going to occur can be predicted.

The fatigue distribution along the rope length depends both on the design and the mode of operation of the reeving system.

Figure 1 shows the bending fatigue distribution per lifting cycle (1 x lifting, 1 x lowering) of four different 4-part overhead cranes which always lift loads from the ground to 25%, 50%, 75% and 100% of the maximum lifting height, respectively.

If the rope of the second crane is not taken out of service in time, it will one day fail at about 40 to 46 m away from the wedge socket.

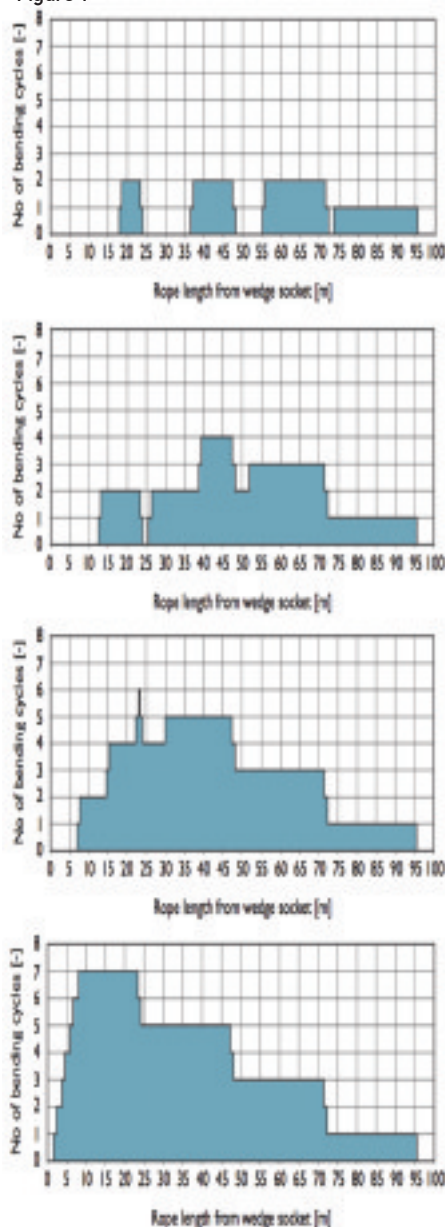
If the rope of the fourth crane is not taken out of service in time, it will one day fail at about 8 and 24 m away from the wedge socket, on the so-called 'dead fall'.

Inspection

Steel wire rope inspections must be carried out at regular intervals to be able to discard the rope before it reaches an unsafe state. Still many accidents happen, either because the rope was inspected at the wrong locations or because the rope had failed from the inside out.

Reeving systems which repeat the same operation over and over again are critical with respect to the rope inspection. If, for example, the rope of the first crane shown in Figure 1 is always inspected at 10 m and 30 m away from the wedge socket, because these rope sections are perhaps more accessible than others, an increasing rope deterioration at 20 m, 40 m and 60 m will never be detected. Then one day the rope will fail, for example at 20 m, without the

Figure 1



One of wire rope specialist Roland Verreet's adopted techniques in his work is known as stacking. It involves taking many pictures of the rope at different levels to create a complete three-dimensional colour image. Once the object is scanned it can be rotated and inspected on the computer screen.

"Having worked in this field for 36 years, I have seen a lot of wire rope failures. Last year I analysed 60 ropes that failed in service; some of these accidents go to court, with others settled out of court. So, on average, I look at more than one broken rope a week."

Another sobering truth is that wire rope is "born to die" and will fail one day if it is not taken out of service, "That is why we have the discard criteria," continues Verreet, "I was involved in a court case in the USA a few years ago where the damage from a rope failure on a 4,000 tonne offshore lift in the Gulf of Mexico was several hundred million dollars – it was the biggest claim in wire rope history."

Verreet sought to re-enact the failure with a used 82 mm diameter wire rope inserted in a pull tester. He placed a video camera inside the machine to record the noise. Played back, the strains and snaps of individual ropes can be heard, accompanied by low banging sounds at increasingly shorter intervals. This is followed by a long, thunderous boom as the rope snaps.

"If you count the bangs during the full length of the test you find there are more breaks than wire in the rope. When there is a break, it only reduces the strength of the rope locally, so when you pull wire rope to destruction a wire can be broken

PROTECT YOUR ROPE

Nylacast has been at the forefront of design and application development of Sheaves for over 40 years. Utilising the latest in CAD/CAM technology and enhanced engineering excellence, Nylacast sheaves have been in demand for many decades.



Advantages of Nylacast Sheaves over Steel Sheaves

Using advanced polymers, in particular those based around cast nylon, allow for a number of significant advantages in sheave application.

These include increased wire rope life, reduced component weight, protection against corrosion, and most importantly reduced maintenance costs whilst offering improved lifting.

In addition, Nylacast sheaves can be specifically formulated with modifiers and internal lubricant packages (Nylacast Oilon and Nylube) appropriate to end use which further enhances performance.



Scan QR code for more information on Sheaves

www.nylacast.com


Nylacast Sheaves:


- Provides Increased wire rope life
- Self lubricating – minimum or no lubrication needed
- Reduced component weight
- Protected against corrosion
- Reduced maintenance cost
- Improved lifting
- Lower dynamic mass
- Easier handling
- Self colour
- 1" diameter to over 82"
- Made to order


Industry users include:


- Crane Equipment
- Construction Equipment
- Oil and Gas
- Maritime
- LARS
- Agriculture
- Food Processing
- Packaging
- Defence
- Quarrying and Mining




 **Nylacast Ltd**
200 Hastings Road . Leicester . LE5 0HL . UK .
t: 0044 (0) 116 276 8558 . e: engineer@nylacast.com

 **Nylacast LLC**
11490 Westheimer . Suite 850 . Houston . Texas . USA .
77077 . t: 001 713 425 6344 . e: engineer@nylacast.com

 **Nylacast LLC**
770 Maple Street . Lebanon . PA 17046 . USA .
t: 001 717 2705600 . e: engineer@nylacast.com

 **Nylacast UAE**
Office no 5WA 228 West Wing Building 5A .
Dubai Airport Free Zone . Dubai . UAE .
t: 00971 4 299 3675 . e: engineer@nylacast.com

 **Nylacast South Africa**
PO Box 30445 . Jet Park . Johannesburg . SA .
t: 00 2711 3977077 . e: engineer@nylacast.com

inspector having detected one single wire break before.

In a multi-part reeving system many, if not most, rope failures occur on the so-called 'dead' fall. The rope falls further away from the wedge socket travel faster than the dead fall. But if the block is typically travelling to great lifting heights, the slow dead turn is going to see the greatest amount of fatigue.

This alone would not be a major problem; the rope deterioration could be detected during a proper rope inspection. But most rope inspectors think that the slowly travelling dead fall will not be subjected to a great amount of fatigue. They will, therefore, spend their time inspecting the fast falls where, as the fourth crane in Figure 1 shows, much less fatigue damage is accumulated. Dead fall means, death is waiting here.

Wrong location

The two points of entry into the equaliser sheave in overhead cranes are the single most critical locations for a steel wire rope failure on cranes. Figure 2 shows a schematic drawing of a twin drum crane with such an equaliser sheave.

During a typical lift, these two sections at the equaliser sheave will not be subjected to a bending cycle. That is

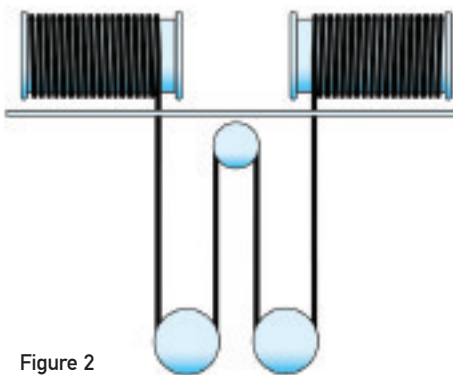


Figure 2

why crane designers think they should be allowed to make the equaliser sheaves smaller than the other sheaves in the reeving system.

During the crane travel between lifting the load and lowering it again, however, the load will swing under the crane bridge. This load swing will force the critical sections to continuously enter and leave the equaliser sheave and thereby subject them to great number of bending cycles.

During the same load swing other rope sections located at points of entry into the other sheaves of the crane will also be subjected to the same number of bending cycles. Because of the ever changing lifting height, however, different rope sections will be affected each time, whereas it will always be the same sections at the

equaliser sheave.

The fact that the equaliser sheave is often smaller in diameter than the other sheaves in the reeving system increases the amount of fatigue damage in this area, and the fact that the equaliser sheave is often the least accessible sheave makes the detection of a coming rope failure in this location even more unlikely.

Internal breaks

Ropes subjected to a great amount of tension-tension fatigue and comparably little or no bending fatigue have a tendency to fail from the inside out.

Figure 3 shows 14 of the 49 wires of a simple rope design (7 x 7). In such a rope one centre wire is straight, 12 wires form a helix and 36 wires form a helix around a helix.

If this rope was lengthened by, for example, 1 cm, the straight centre wire would have to get 1 cm longer whereas all other wires would adapt to the new length by partly stretching and by partly simply changing their angle. The helixes would normally stretch more than the double helixes.

In a typical wire rope the load elongation chart (Figure 4) is characterised by a non-linear zone where the shorter elements carry the greatest amount of the

the one and only ...

verope - special wire ropes



verope 

rely on

www.verope.com

 Kistwire

BRIDON

Delivering lasting solutions

BRIDON - the world's leading specialist in the manufacture of wire and rope solutions for the most demanding applications, delivering reassurance through unrivalled experience.

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

WIRE ROPE

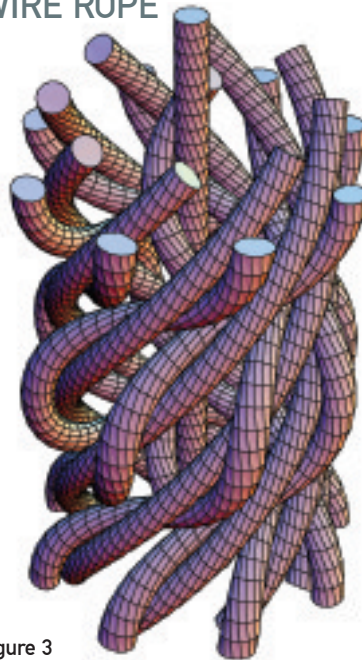


Figure 3

rope load (0% of the minimum breaking strength to about 11%), a linear zone where all rope elements share the load (about 11% of the minimum breaking strength to about 55%) and another non-linear zone where more and more rope elements yield (about 55% of the minimum breaking strength until the rope failure).

If the rope is subjected to tension-tension loads lower than about 11% of its minimum breaking strength it will be most likely to fail from the inside out.

This means that especially in 'very safe' installations, operating with relatively low line pulls or high safety factors, the rope inspector will not have any chance to detect an increasing rope deterioration.

Rope twist

A steel wire rope is normally designed in a way that the core and the outer strands share the load in proportion to their metallic cross sectional area. Twisting of the rope during production, installation,

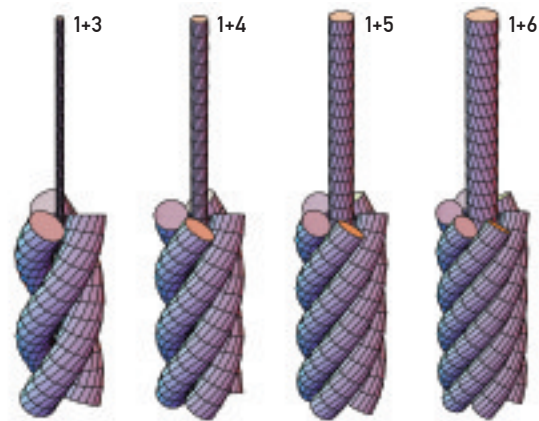


Figure 5

by the machine or by the weight of the rope itself, however, can lead to a load shift which will overload the core.

This effect is even more pronounced in rotation resistant ropes. Because the rope core (IWRC) is closed in the opposite direction of the outer layer, a rope twist in the lengthening sense of the outer layer will shorten the IWRC and lead to a load transfer to the core. Therefore, a load shift between the outer strands and the IWRC is more likely to occur in rotation resistant ropes.

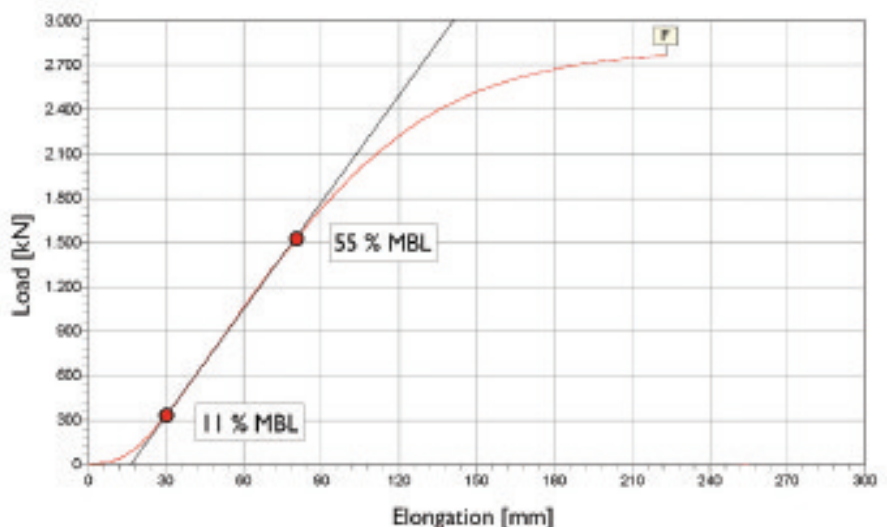
The great number of rope failures in, especially rotation resistant ropes, having 12 outer strands indicates that the number of outer strands of the rope has a great influence on whether this load shift will lead to wire rope failure or not.

With an increasing number of outer strands, the share of the outer strands on the cross section of the rope will decrease and the share of the core will increase (Figure 5).

Figure 6 shows the percentage of the metallic rope cross section represented by the core of the rope.

Let us now suppose the rope is operating with a design factor of 4. This

Figure 4



United Kingdom:

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

USA:

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

Germany:

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

www.bridon.com



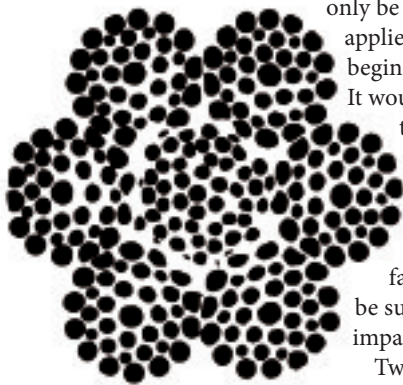
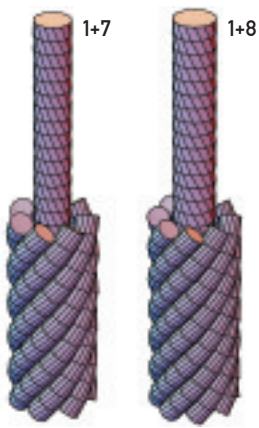


Figure 7

means the rope cross section will be subjected to a line pull representing 25% of the breaking strength of the rope.

THE 4 STRAND ROPE

If, due to twist, the outer strands of a 4 strand rope are unloaded and the core, which represents 4% of the cross section of the rope, had to hold the full load, it would immediately fail. But nothing serious would happen: the rope force will now be transferred to the outer strands, and these remaining 96% of the rope cross section will safely hold the load.

THE 18 STRAND ROPE

If, due to twist, the outer strands of an 18 strand rope are unloaded and the core, which represents 55% of the cross section of the rope, had to hold the full load, the core would be twice as strong as the applied load and therefore it would not fail. The outer strands would become loose and over time form a birdcage, but that would not lead to a fatality.

THE 12 STRAND ROPE

In a typical 12 strand rope the core contains between 33 and 40% of the metallic cross section of the rope. If, due to twist, the outer strands of such a 12 strand rope is unloaded and the core

had to hold the full load, the core would only be slightly stronger than the applied force and would in the beginning be able to hold the load. It would, however, stretch enough to prevent the formation of a birdcage as an indicator for the unsafe state, and it would deteriorate very rapidly. Once the IWRC fails the outer strands would be subjected to the full load as an impact load and fail as well.

Twisting a rope around its own axis in the opening sense will lengthen the outer layer and the IWRC to a different degree. The length difference created will lead to a load transfer between the layers.

Cause is corrosion

Corrosion, and especially internal corrosion, is a frequent cause for wire rope failure.

One of the most expensive rope accidents happened because a wire rope had corroded internally. The ungalvanised rope had been manufactured with little lubrication and then worked as a hoist rope on an offshore platform for several years.

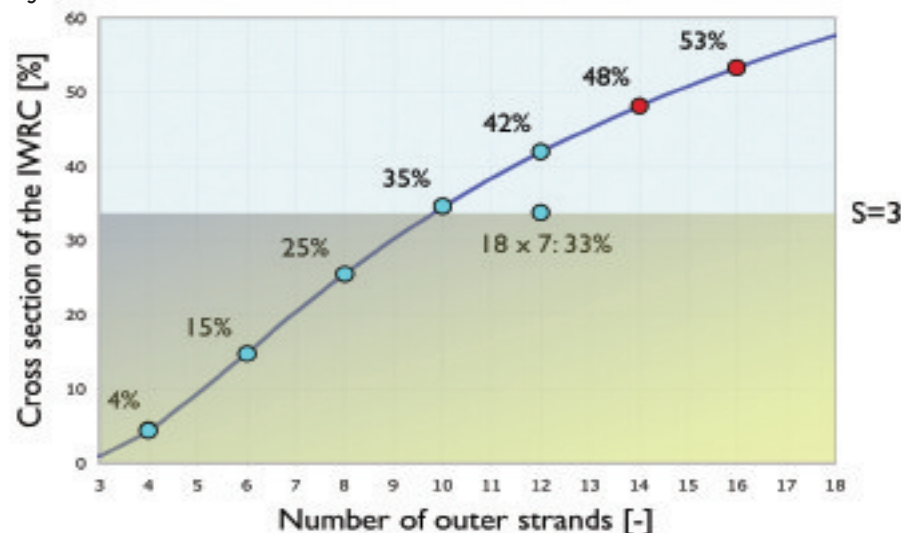
Figure 7 shows severe abrasion and corrosion inside while the outside still looks good.

In order to protect the rope from the corrosive environment, the rope was re-lubricated externally. The lubricant, however, did not penetrate inside the rope. Therefore corrosion and abrasion could destroy the rope internally, while the outer coating prevented the rope inspector from seeing the problem.

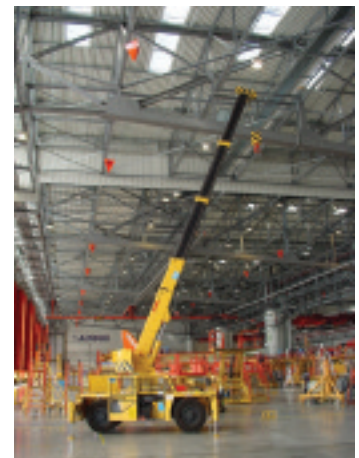
Finally, the rope failed during a heavy lift, creating a great amount of damage. ■

■ See a future issue of the magazine for Part II: Unpredictable rope failures.

Figure 6



A full range of electric, diesel and hybrid mobile cranes capacities from 2 to 90 tons.



Via Piacenza, 45 – 29010
Calendasco (PC) – Italy
Ph +39 0523 762025 – 762004
Fax +39 0523 760531

info@valla.com
www.valla.com

maxilift

cranes
maxiliftcrane.com

cobra

service cranes
cobra-cranes.com

MAXISTAB

additional stabilizers
maxistab.com

Ant

cranes
antcrane.com



Next Hydraulics®

Via Mediterranee n.6 - 42022 BORETTO (RE) - ITALY
tel. +39.0522.963008 - fax. +39.0522.963039



info@maxiliftcrane.com

COBO

3B6®

CAN BUS GLOBAL CONTROL SYSTEM SOLUTION PROVIDER



CLS 2 - 3.5" Display



VIEW 2 - 5.7" Display

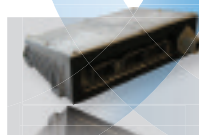


TERA 6 - 6.5" Display



TERA 12 - 12" Touchscreen Display

**HI END MAN MACHINE
INTERFACES**



MC²M - Master CAN-BUS
Controller



MIDAC PLUS - Master/Slave
CAN BUS Module

**MAIN CONTROLLERS
EN 13849 READY**



AMU - CAN BUS Angle Sensor



AC MCP - CAN BUS
Angle & Length Sensor



JIM - Multifunction Integrated
Joystick

**SENSORS AND
DEVICES**

Headquarters: C.O.B.O. S.p.A.
Via Tito Speri, 10 - 25024 Leno (Bs) - Italy
Tel. +39 (0)30 90451 - Fax +39 (0)30 9045330
E-Mail: info@cobospa.it - Web: www.cobospa.it

C.O.B.O. S.p.A. - Divisione 3B6
Via Sivo, 74 - 28053 Castelletto Tic. (No) - Italy
Tel. +39 (0)331 92861 - Fax +39 (0)331 972160
E-Mail: 3b6@3b6.it - Web: www.3b6.it



Hall: 44 - Stand: A14

Hopeful signs



The SAIE 2011 exhibition will be affected by the continued tough economic times in Italy but manufacturers are still showing interest in the long-established international exhibition.

IC reports

One of the outdoor crane areas during SAIE 2010



VISITOR INFORMATION SAIE 2011

WHERE: Bologna Fair Center, Bologna, Italy

WHEN: 5 – 8 October 2011

OPENING HOURS: 09.00 to 18.00.

ADMISSION: Tickets can be bought at the show or online at www.saie.bolognafiere.it

TRAVEL

By car

Bologna is well connected to the largest Italian cities. The A1 motorway links Bologna with Milan, Florence and Rome. The A13 motorway links Bologna with Ferrara, Padua and Venice, while the A14 connects it with Rimini and Ravenna.

By train

Bologna station connects Northern Italy with the centre and south of the country. Bologna is connected with high-speed trains to Milan (65 mins), Florence (37 mins), Rome (2 hrs), Naples (3 hrs, 45 min), Turin (2 hrs). For more details see www.trenitalia.it

By air

Bologna's Guglielmo Marconi airport is 6 km from the city and is served by major operators. The Aerobus connects the airport with Bologna railway station.

Organisers say that the 2010 SAIE exhibition for the construction industry attracted 1% more professionals than the 2009 exhibition, with a figure standing at 168,000. Some 6,800 of these visitors came from outside Italy, according to the show's press office. There were 1,500 exhibitors, 302 of them from outside the country.

The organisers will be hoping these figures can be matched by the end of the 2011 exhibition from 5 to 8 October, despite the difficult economic situation that continues in the country.

As in the past, more than 30,000 square metres of floor space has been given over to the construction equipment sector. This year the event will be split into three areas: Saiemergia & Sustainability, for energy, sustainability and green building; SAIE Sites & Production, for sites, concrete and production; SAIE Services for Designing and Building, for related services, software

and building materials.

The lifting equipment and crane section of the show will be part of the SAIE Sites & production area.

Manufacturers

From Benazzato Gru, Marco and Alessandro Benazzato, sons and successors of Luciano Benazzato, founder of tower and self-erecting tower crane manufacturer Benazzato Gru, says that the show offers growth opportunities for the company. "Our father was a powerful driving force for our company, and had the foresight to ensure its continuity by having us grow within the company," said Benazzato. "We have chosen SAIE as a marketing event to demonstrate to our Italian and international customers that we firmly intend to steer the company out of the crisis that has continued for far too long."

Bennazzato adds, "While we are obviously sensitive to costs in the current climate, we are certain that our investment in communication at this event will enable us to reach out to a clientele that is attentive to the emerging needs of the building sector."

Liebherr Italia has also confirmed its presence at the exhibition. Efsio Moi, vice chairman, says it will be representing the wheeled mobile cranes from Liebherr-Werk Ehingen and tower cranes from Liebherr-Werk Biberach in Germany.

Investment

Tower crane manufacturer FM Gru's Giacomo Fuochi said it will continue to invest in trade shows, including SAIE. "Italy is still going through a very difficult economic period. The building sector, in particular, is in the midst of a severe crisis that unfortunately is far from being resolved. But it is precisely for this reason that we believe it is vital to continue to take part in SAIE," comments Fuochi.

Manitowoc Cranes added that its attendance at the show would continue to help its sales potential. "Our passion drives us to continue to invest in research and in developing new products and solutions, even in difficult economic times like these. Manitowoc will, therefore, be pleased to present its latest technologies at SAIE, testifying to its unflagging efforts to improve its professional relationship with customers as well as enhancing site safety," says Enrico Angiolini, Manitowoc Cranes sales director south Europe.

ENTRY 1

Trinity treasure

EQUIPMENT USER: Gulf Special Services

LIFTING EQUIPMENT USED: Manitowoc

Model 21000

LOCATION: USA

The Model 21000 with MAX-ER attachment manoeuvred 11 welded sections of a bridge arch into place for the Dallas Trinity River Corridor project. The crane worked at a radius of 150 to 257 feet (46 to 78 m). The sections weighed up to 235 US tons (213 tonnes) each and were up to 137 feet long.



Aces

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

ENTRY 3

Hydro setting

EQUIPMENT USER: Burkhalter

LIFTING EQUIPMENT USED: Burkhalter Self Erecting Tower (BSET)

LOCATION: USA

The 2,240 US ton (2,000 tonne) capacity BSET uses hydraulic strand jacks mounted atop a set of girders spanning two pairs of hydraulically self erecting lattice towers. The load was a 130 foot (40 m) long, 1,051,000 pound (477 tonne) hydrocracker reactor at an operating refinery near Tulsa, Oklahoma. It was erected in a maze of piping and working facilities.



ENTRY 2

Wind wonder

EQUIPMENT USER: Enercon

LIFTING EQUIPMENT USED: Terex CC 9800 crawler

LOCATION: Germany

Enercon erected three E-126 wind turbines in Naumburg-Stößen. Rated at 7.5 MW, the Enercon E-126 wind turbine is one of the most powerful in the world. Its components have the size to match. A challenge was lifting the fully-assembled 350 tonne nacelle to a height of 138 m.



ENTRY 4

Suspension strength

EQUIPMENT USER: American Bridge/Fluor Daniel joint venture (ABF)

LIFTING EQUIPMENT USED: Sheer leg crane barge

LOCATION: USA

The 1,700 tonne barge-mounted crane named the Left Coast Lifter placed deck sections and falsework for a self-anchored suspension bridge (SAS), part of the San Francisco Bay Bridge project. It also lifted the first sections of the 525 foot (160 m) long bridge tower. It was ferried across the Pacific from Shanghai, China.



ENTRY 5

NASA modules

EQUIPMENT USER: Buckner Companies

LIFTING EQUIPMENT USED: Liebherr LR 1600/2 crawler crane

LOCATION: USA

The crane was used to install vessels and components weighing up to 181 tonnes in the construction of the A-3 Test Stand at NASA's John C. Stennis Space Centre in Bay St. Louis, Mississippi. Scheduled for completion in 2012 it will test engines at simulated altitudes of 30,480 m.



high

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

ENTRY 6

Dome dual

EQUIPMENT USER: BKL

LIFTING EQUIPMENT USED: Liebherr LTM 1400-7.1 and LTM 1100-4.2 all terrains

LOCATION: Germany

The 100 and 400 tonne capacity all terrains replaced a spherical air-supported cover for a parabolic antenna at the earth station at Raisting in Bavaria. The LTM 1400-7.1 lifted the 5,200 square metres of protective skin hanging slack. A dozen retaining cables were let down from a personnel basket to hold the dome in place.



ENTRY 9



Fast forward

EQUIPMENT USER: Jumbo Offshore

LIFTING EQUIPMENT USED: 2 x 900 tonne capacity deck mounted cranes

LOCATION: UK

Jumbo installed 131 transition pieces, each weighing up to 300 tonnes, at the Greater Gabbard offshore wind farm. Its DP2 (dynamic positioning) *Jumbo Javelin* achieved a record-breaking installation speed of more than one a day. It was the first time transition pieces were transported and installed using a free floating vessel on dynamic positioning.



ENTRY 7

Stable solution

EQUIPMENT USER: Barnhart Crane & Rigging

LIFTING EQUIPMENT USED: Customised cantilever system with strand jacks

LOCATION: USA

Barnhart erected 11 pre-fabricated sections into a 191 tonne coffer dam, lowered the final coffer dam into the water and onto the dam wall at about a 6 degree angle and held the load in a stationary position while divers secured it to the dam face.

ENTRY 10



Refined approach

EQUIPMENT USER: ALE

LIFTING EQUIPMENT USED: AL.SK190

LOCATION: USA

ALE's 190,000 tonne-metre rated AL.SK190 was used in a two-stage project that involved lifting 1,338 tonnes at 54 metres outreach. The structure was removed from the top of six coker drums at a height of 100 m at an oil refinery in Port Arthur, Texas. A complete derrick of three drill towers and cutting deck was lifted in one piece with a 12 point pick up.

ENTRY 8

Twin stacking

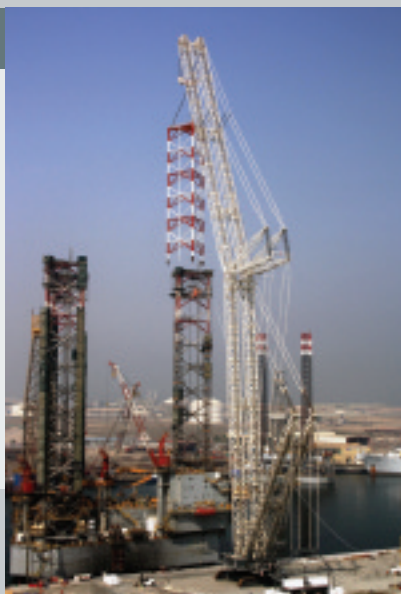
EQUIPMENT USER: Al Jaber Heavy Lift

LIFTING EQUIPMENT USED: Terex CC 8800-1

Twin crawler

LOCATION: Sharjah, UAE

The 3,200 tonne capacity crawler lowered rig leg sections from a height of 105 m on to the Noble Roger Lewis, one of the world's biggest offshore rigs, which was destined for the Arabian Gulf. The rig leg extensions weighed 425 tonnes each and measured 50 x 10 x 10 metres (L/W/H).



TopLift 2011 voting form

ENTRY 1

Trinity treasure

EQUIPMENT USER:
Gulf Special Services



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

Wind wonder

EQUIPMENT USER:
Enercon



ENTRY 5

NASA modules

EQUIPMENT USER:
Buckner Companies



ENTRY 8

Twin stacking

EQUIPMENT USER:
Al Jaber Heavy Lift



ENTRY 3

Hydro setting

EQUIPMENT USER:
Burkhalter



ENTRY 6

Dome dual

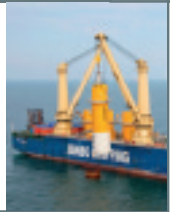
EQUIPMENT USER:
BKL



ENTRY 9

Fast forward

EQUIPMENT USER:
Jumbo Offshore



ENTRY 4

Suspension strength

EQUIPMENT USER:
ABF



ENTRY 7

Stable solution

EQUIPMENT USER:
Barnhart Crane & Rigging



ENTRY 10

Refined approach

EQUIPMENT USER:
ALE



YOUR DETAILS

Your name: _____

Company name: _____

Country in which you are based: _____

Tel: _____

Fax: _____

e-mail: _____

FAX: +44 (0)1892 786257

E-mail: toplift@khl.com

POST: TOPLIFT 2011

International Cranes and Specialized Transport

Southfields, Southview Road, Wadhurst,

East Sussex TN5 6TP, UK

NOTE: To ensure a fair competition all entry forms must be completed in full. Employees of the companies entered in TopLift 2011 are *NOT* eligible to vote.

CLOSING DATE FOR ENTRIES: FRIDAY 28 OCTOBER 2011



**SPECIALIZED CARRIERS
& RIGGING ASSOCIATION**

MEMBER BENEFITS INCLUDE:

- Industry Resources—newsletters, magazines, online career center
- Networking opportunities with top decision makers
- Access to the members-only insurance programs
- Education through annual meetings and monthly webinars
- Advocacy for members on legislative and regulatory issues that directly impact company operations

Join Today! Only \$595

Questions?

**Call SC&RA at 703.698.0291
or visit www.scranet.org**



**PICK *and*
CARRY**



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



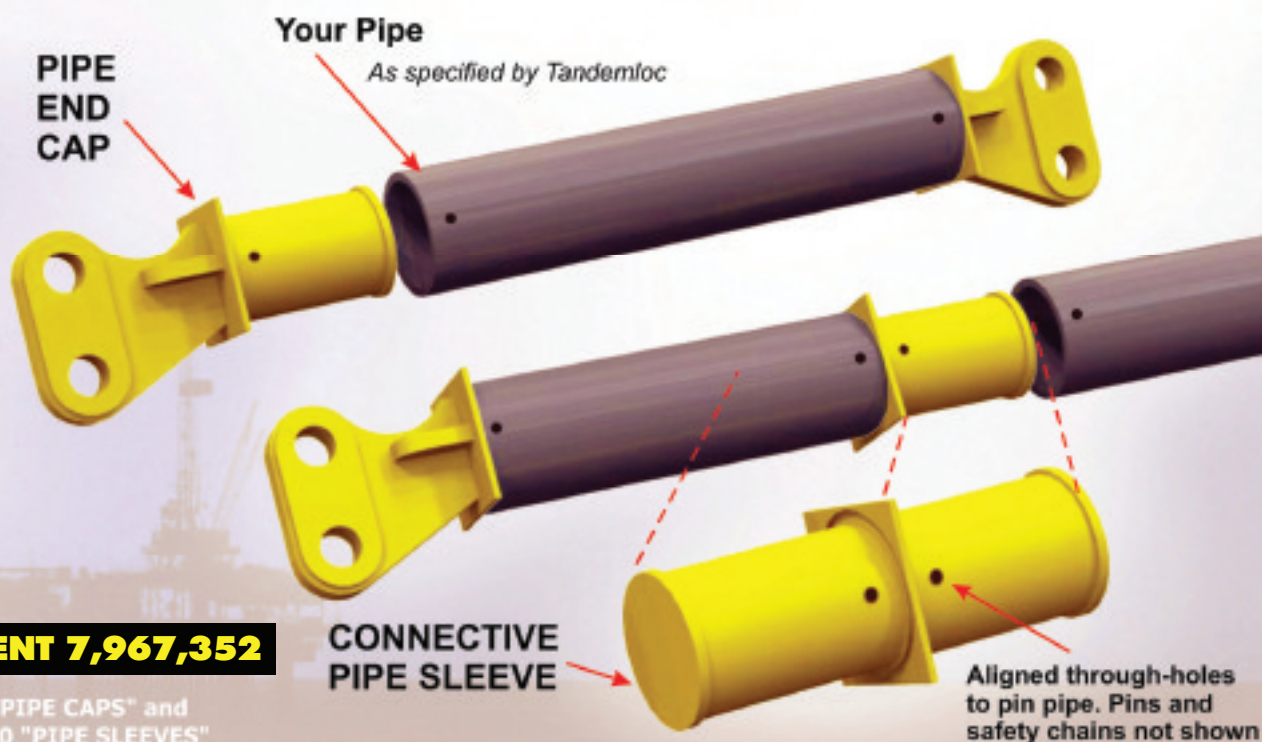


TANDEMLOC

INC

LIFTING • SECURING • MOBILIZING

SPREADER BAR KITS



PATENT 7,967,352

AC25C "PIPE CAPS" and
AG08A00 "PIPE SLEEVES"

Create the Exact Length You Want —

Slip and pin them together fast. Better than modular designs that use fixed length bolted together sections. Easy-to-use pins replace easy-to-lose bolts and nuts.

Tremendous Capacity Range —

Tandemloc kits allow you to build spreader bars with capacities ranging from 28,000 lbs to over 3 million lbs!

Efficient and Economical —

Reuse pipes for other lengths by cutting shorter or splice them together using Tandemloc "Sleeves"

Save Freight Costs or Add Value —

Buy your pipe locally or buy it from us and we'll paint it and label it for you. We can test the assembly too, upon request. (If you purchase pipe locally, be sure to follow our standards to avoid failure of spreader!)

Huge Inventory on Hand —

We stock virtually every size End Cap we make.

Fast Delivery from Stock

Our large stocking inventory includes a wide range of capacities, which means quick shipment to your site. We can expedite shipment from our North Carolina, USA manufacturing facilities.



PROOF TESTED SINCE 1984

Call Toll-Free: 1-800-258-7324

www.tandemloc.com

Tel: (252) 447-7155 • info@tandemloc.com • TANDEMLOC, Inc • 824 Highway 101 • Havelock, NC 28532 USA

TWISTLOCKS • CONTAINER LIFTING EQUIPMENT • CONTAINER TOW BARS • LOAD LEVELING LIFT SLINGS • ADJUSTABLE LIFT BEAMS

FIXED LENGTH SPREADER BARS • TELESCOPIC SPREADER BARS • FORKLIFT SPREADERS • SPREADER FRAMES • SPRING BAR KITS

Riding the wave

BICES 2011

This year BICES will occupy 200,000 square metres, say

show organisers, making it Asia's largest exhibition for construction, building materials, mining and commercial machinery and vehicles. *IC reports*

The Chinese construction market is developing at a great pace. BICES show organisers put 2010 growth at an impressive 48%. The trend is forecast to continue throughout 2011 and, according to organisers, by mid-March more than 900 exhibition booths had been booked, exceeding the record set at the BICES 2009 show. This reflects economic growth rates in China which are projected to remain high at 8 to 10%, says Ted Plafker, China correspondent, *The Economist*.

A number of booths at the show have already reached 4,000 or 5,000 square metres, with Sany's area exceeding the latter figure. With such demand, organisers are giving preference to exhibitors showing innovative and energy-saving products.

BICES 2011 hopes to attract 1,200 exhibitors and to include the largest number of international exhibitors in its history. Visitor numbers are forecast to exceed 100,000. "New segments are emerging at the show in all aspects of machines and spare parts, while new

business models, for example, leasing and auctions will also find their way into the exhibition," said a spokesman.

Cranes will play a major part in the exhibition. Speaking at the China International Crane Summit (CICS) in Shanghai, Sun Jian Zhong, vice president of XCMG, said China was on a fast track of urbanisation with investment in infrastructure and other facilities in support of this major population shift.

Su Zi Meng, secretary general of the China Construction Machinery Association, added that China's membership of the World Trade Organization and the subsequent lowering of crane import duties helped increase total sales of truck cranes from 5,000 units in 2000 to almost 27,500 units in 2009, increasing further to 27,570 in the first nine months of 2010.

The world market for tower cranes was around 17,000 units a year in 2007 and the same in 2008 but leapt to just over 25,000 in 2009, says Eric Etchart, Manitowoc president. Manitowoc forecasts this growth rate will be sustained.

David Phillips, managing director at Off Highway Research, reports that the domestic mobile crane market increased by 50% in the first half of 2010. The sales figure of about 20,000 units was higher than the total for the whole of 2008, Phillips says. "The Chinese market for mobile cranes now accounts for over 70% of global sales," Phillips continued. ■

Zoomlion's 4,480 square metre booth will provide a snap shot of the Chinese crane industry with a range of its models. They include: QY80VF, QAY260n and QAY400 truck cranes; QUY550 and ZTM500 crawler cranes; RT55 and RT100 rough terrains; TCT7015 and TCR6030 tower cranes



VISITOR INFORMATION BICES 2011

DATE: 18 – 21 October, 2011

OPENING TIMES:

18 – 20 October: 9:00 – 17:00

21 October: 9:00 – 16:00

VENUE: Jiu Hua International Exhibition Center, Beijing, China

ADMISSION: Free entry on registration

EXHIBITION WEBSITE: www.e-bices.org

GETTING THERE

Air

Capital airport is about 30 km away from the exhibition venue. A taxi to the show will cost about RMB 100. Visitors can also take the subway at Sanyuanqiao Station, Line 10, then board a free shuttle bus at Shaoyaoju Station for the rest of the journey.

Alternatively, a public bus can be caught from Capital airport to North Tiantongyuan, where a free exhibition bus is available. Nanyuan Airport is about 50 km away from the exhibition venue. See the exhibition website for transfer details.

Train

Subways and free shuttles are also available from Beijing Railway Station, Beijing South Railway Station, Beijing West Railway Station and Beijing North Railway Station. See the exhibition website for details.

LOAD SYSTEM INTERNATIONAL'S WIRELESS WIND SPEED SYSTEM MARKET TESTED & PROVEN



GS020 WIND SPEED SENSOR

- Monitor wind speed easily and at-a-glance
- Operates from a range of 4,000 ft or 1,300 m
- Set wind speed warning limits to provide visual and audible alarms at critical levels
- Function lockout options
- 2-year battery life from 1 D-cell lithium battery



GS320 WIND SPEED DISPLAY

Please visit our website at www.loadsystems.com or give us a call to find out more about the most diverse range of radio safe load indicators available in the market today

Members of:



Products now available in
Spanish, Portuguese and French

USA/Canada Toll Free: 1.888.819.4355
International/Direct Tel: +1.281.664.1330
Dubai Tel: +971.6.557.8314
UK Tel: +44 (0) 779.912.4724
Australia Tel: +61 (0) 4.2727.6111

sales@loadsystems.com



Load Systems International

www.loadsystems.com



Lifting Your Profit

www.hidrokon.com | +90 332 444 88 11 | export@hidrokon.com



Tower statistics

**Regular IC contributor
TERRY McGETTIGAN
presents his total
figures for tower crane
accidents worldwide for
the whole of 2010**

Accidents or, to use a more accurate description, incidents, continue to destroy, life, property and reputations at an unacceptable rate.

Worldwide in 2010 there were at least 154 major incidents involving tower cranes. They resulted in more than 113 deaths and countless injuries. It should be noted that these figures are compiled from reported incidents, whereas it is safe to say that the actual number is much higher.

There was a slight decline in the year-total number of accidents compared to 2009, when there were 188 accidents and 78 deaths. The reduction, however, can be attributed to a decline in construction activity in much of the world.

Unfortunately, the number of deaths, in terms of the deaths to accidents ratio, was up sharply. Climbing tower cranes to raise their height was involved in incidents that contributed to 46 deaths alone.

In analysing these events, care was taken to avoid misrepresenting a tower crane as a mobile crane or other type of equipment. When in doubt, photo



identification was used to corroborate authenticity. These are not minor incidents by any means. The vast majority include major structural and/or mechanical failures that led to partial or total collapse, resulting in deaths and or injuries.

Category details

1). IN-OPERATION:

59 incidents causing 31 deaths.

Causes include operator error, poor or lack of maintenance and or inspections, improper commissioning, faulty equipment systems, foundation failures, improper set-up, and wilful tampering with safety devices.

Due to limited availability of detail, it is believed that many in this category could be associated with C/A/D (see below).

2). CLIMBING – ASSEMBLY – DISASSEMBLY (CAD):

48 incidents causing 63 deaths

CLIMBING – 18 accidents causing 46 deaths
ASSEMBLY – 15 accidents causing 13 deaths
DISASSEMBLY – 15 accidents causing 4 deaths.

The same crews perform all three of these operations so it was considered reasonable to combine them into one group. As for assembly and disassembly, many of these incidents are due to the assist crane or erection crane overturning.

3). WIND:

25 incidents causing five deaths.

The high incident rate, for the second year in a row, warrants bringing this to light. It is believed that most of these are caused by operator error, i.e. not weather-vaned. Other causes include improper set up and-or malfunction, and inadequate foundations. Noticeably, most of the toppled tower cranes are ballast or bogie-based.

4). UNKNOWN:

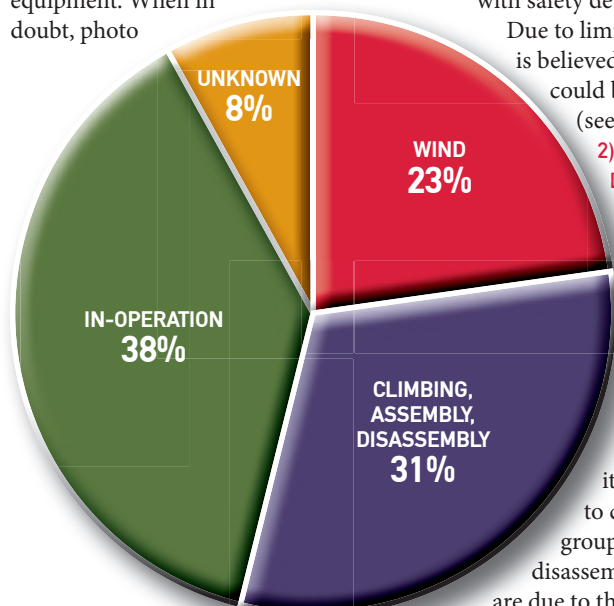
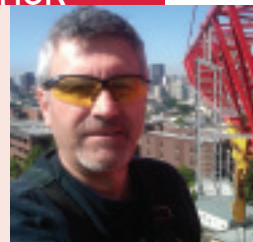
12 incidents, causing 14 deaths.

Insufficient details are available on the cause of these incidents.

The bottom line is that tower cranes are far safer and more efficient than any other hoisting method out there, as long as the equipment is of good quality, commissioned to standards, and operated, maintained and inspected with the highest degree of competency.

ABOUT THE AUTHOR

Terry McGettigan is a USA-based tower crane specialist with more than 34 years of experience. He works as a crane operator, independent inspector, technician and consultant. His tower crane accident statistics reports appear regularly in IC. See his library of tower crane accidents at: www.towercranesupport.com



SOURCE: www.towercranesupport.com



SPANISH CONSTRUCTION EQUIPMENT building World's future

Road equipment ~ Concrete ~ Lifting, transport
and handling equipment ~ Quarries, mining and
recycling ~ Earthmoving ~ Temporary works
equipment ~ Auxiliary equipment for construction



www.anmopyc.com



españa, technology for life.



ANMOPYC

SPANISH MANUFACTURERS
ASSOCIATION OF CONSTRUCTION
AND MINING EQUIPMENT

COMMENT

Joel M Dandrea

Achieving recognition



One effective response to people who ask about the overall expertise of members of the Specialized Carriers & Rigging Association is to hand them a copy of this magazine or our association's other official magazine, American Cranes & Transport, and encourage them to spend a few minutes perusing the pages. Every issue includes articles and photos of members doing outstanding work. Better yet, make sure the issue you share is the latest one featuring SC&RA Rigging & Hauling Job of the Year winners.

Each April during the SC&RA Annual Conference, a panel of some of the most respected experts from our industry judge extremely challenging jobs that involve the lifting, transportation and installation of massive items. Our members complete these projects safely and profitably while overcoming significant obstacles such as inclement weather, tight spaces, time constraints, rugged terrain and rigid regulations. Because the jobs are so compelling, the presentations always draw large crowds.

Anticipation builds until the announcement of the Job of the Year winners during the Annual Conference's Closing Night Awards & Recognition Dinner. Rigging trophies, based on total contract amount, go to the single best entry in three categories – under US\$150,000, between \$150,000 and \$750,000, and more than \$750,000. For the Hauling trophies, categories are trucking job under 160,000 pounds net; trucking job over 160,000 pounds net; and moving job using specialized equipment, such as self-propelled transporters, dollies and crawler assemblies.

Global entries

This is truly an international competition, and SC&RA encourages companies from each of the 43 nations represented in our membership to enter. Since the programme's inception in 1965, winning entries have come from Australia, Canada, England, Germany, Italy, Mexico, Norway, the Netherlands, New Zealand, Scotland, South Africa and the United States. Often, the projects span multiple nations and even continents.

The SC&RA Job of the Year earns each winner worldwide recognition as one of the industry's leading companies. KHL Group, publisher of the official SC&RA magazines, will soon embark on an exciting new project to add to the prestige by commemorating the competition in a coffee table book that will feature detailed descriptions of dozens of the most noteworthy Jobs of the Year. Photos and brief summaries of each of the more than 200 Jobs of the Year awarded since the programme began in 1965 will be used throughout the book, as well as profiles of other significant jobs over the years.

On publication in April 2013, the book will build upon the success of *Lifting & Moving the World*, which chronicled the history of SC&RA, largely through profiles of member companies. The new book will commemorate the association's 65th anniversary, just as the previous book did for the 60th anniversary. SC&RA members will receive a letter from KHL with further details about the book. In addition, the letter will explain how companies can participate.

Avoid the rush

As always, SC&RA also is encouraging members to enter their best work in the upcoming Job of the Year competitions. Avoid the last-minute rush. Start the process of documenting the unique qualities of your rigging or hauling job. Especially helpful are high-resolution digital photos, which SC&RA will use to promote winning entries in your industry's leading trade journals.

The annual competitions are open to all member companies and pertain to jobs completed in calendar year 2011. Winners will be selected during the SC&RA Annual Conference, 17-21 April, 2012, at the Hyatt Regency Lost Pines in Austin, Texas. Winners also are featured each year in special sessions during the Crane & Rigging Workshop and the Specialized Transportation Symposium.

■ See www.scranet.org/awards to download entry forms and contest hints. For further information, call SC&RA at +1 (703) 698-0291.



WHO'S WHO

SPECIALIZED CARRIERS
& RIGGING ASSOCIATION

EXECUTIVE VICE PRESIDENT

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

CHAIRMAN

William Stramer
Link-Belt Construction
Equipment, Lexington, KY

PRESIDENT

David Lowry
Bennett International Group
McDonough, GA

VICE PRESIDENT

Michael Battaini
Sheedy Drayage
San Francisco, CA

TREASURER

Bill Keen
Keen Transport
New Kingston, PA

ASSISTANT TREASURER

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

ALLIED INDUSTRIES GROUP
CHAIRMAN

Justin Cravens
Ridewell Suspensions
Springfield, MO

CRANE & RIGGING GROUP
CHAIRMAN

Steve Freckmann
Dawes Rigging & Crane Rental
Milwaukee, WI

LADIES GROUP CHAIRWOMAN

Margie Springer
Southern Industrial Constructors
Raleigh, NC

TRANSPORTATION GROUP
CHAIRMAN

John McTyre
McTyre Trucking, Orlando, FL

SC&R FOUNDATION
OFFICERS

PRESIDENT:

Earl Johnson
Southern Industrial Constructors
Inc./Southern Crane, Raleigh, NC

VICE PRESIDENT:

Robert Moore, NBIS, Atlanta, GA

TREASURER:

George Young, George Young
Company,



Latest listing

The Membership Directory and website offer member benefits, as does the 2011 World Crane and Transport Summit. TERRY WHITE reports



This year SC&RA has been working hard to improve the way its members attract new business through listings in the *SC&RA Membership Directory* and the Association's website. The biggest changes have been in the website listings, which have become an increasingly important tool for those seeking specialized transportation, crane, millwrighting and rigging services.

The improved member search allows website visitors to sort easily by location and equipment. In addition to helping customers find members, this tool could help SC&RA members identify the very best suppliers of the specialized products and services they need – from spare parts to specialized insurance policies.

After clicking on the Company Search button at www.scranet.org visitors can search by city, state, ZIP (post) code or country. Within the ZIP code search, the selection can be narrowed or expanded by specifying whether the company should be within parameters of 5, 10, 25, 50 or 100 miles. The results may reveal possibilities in several states.

Using the advanced search feature, they can further identify companies by equipment type:

- **CRANES:** crawler lattice; rough terrain; crawler telescopic; tower; truck lattice; truck telescopic; or truck terrain
- **TRAILERS:** 3-, 4- or 5+ axles; boosters; custom specialized; double drop; dollies; drop frame; dual lane; flatbeds; modular hydraulic transport system; jeeps; low beds; prime movers; snobble-neck; step decks; self propelled modular transporters; or trunnion
- **TRUCKS/LIFTS:** forklifts; gantries; rollback truck; or tiltbed.

Users can also specify a range of services, including demolition, engineering, equipment sales, export packing, fabrication and welding, freight forwarding, heavy hauling general

oversized commodities, heavy hauling construction equipment and machinery, heavy hauling infrastructure materials, heavy hauling steel hauler, logistics and planning, machinery moving, maintenance, millwright, permitting, pilot car, plant moving, plant relocation, process piping, crane rental, forklift rental, truck and trailer rental, repair, rigging, steel erection, training safety and operations, or warehousing.

Every member is listed in this search as part of SC&RA's member benefits. For the first time, members can include logos in both the print and online versions. The new online search and directory process affords members greater flexibility and opportunity to easily upgrade their online listing with a logo or description of new equipment, facilities or key personnel even after the print directory has been finalised. Online upgrades can be purchased at any time during the year.

"The *SC&RA Membership Directory* has always played a vital role in exposing our company to new customers," said Bubba Rouse, Palletized Trucking, Inc., Houston, Texas, USA. "And now, with the online membership directory, even more customers are directed our way. Only through SC&RA membership are we able to enjoy such a great benefit."

Improvements to the online version make it an increasingly valuable tool but the print version continues to be a popular resource. As always, each SC&RA member organisation receives one copy as part of membership dues. In addition, a membership directory is sent, without charge, to each branch office that members have purchased a listing for.

The print version also incorporates a number of popular features:

- Association officers, board and staff
- Member accomplishments, including listings of all SC&RA Job of the Year winners since the programme began in 1965, all Golden Awards (Achievement, Link, Cable Crane and Wheel), the latest SC&RA Annual Safety Award winners, and the latest Longevity Award winners
- US member listings by state and city, and international member listings by nation and city
- Combined, alphabetical US and

international listings of allied industries members that produce products and services for other SC&RA members, indexed by specialties

- North American and international associations serving the industry
- Union, regulatory and legislative organisations serving the industry
- Complete SC&RA 2011 Product Catalogue and order form
- New member application
- Listing of SC&RA 2011-2012 meetings
- Logos of SC&RA Diamond, Platinum, Gold and Silver Sponsors.

Additional copies of the 2011 Membership Directory are available at a member price of US\$50 each for one to five copies, \$45 each for six to 10 copies, and \$40 each for 11 or more copies. The non-member price is \$115 per copy. The directory is also available on CD at \$145 for members and \$195 for non-members.

To purchase additional copies or to upgrade an online member listing, please contact SC&RA membership manager Patrick Corr at pcorr@scranet.org.

Further information is also available by visiting the SC&RA website at www.scranet.org or calling the Association at +1(703)698-0291. ■



WORLD CRANE AND TRANSPORT SUMMIT

SC&RA plans to be an active participant at KHL's second World Crane & Transport Summit, 10 and 11 November, in Amsterdam, the Netherlands. The Association is a Supporting Sponsor, and the majority of other sponsors are SC&RA members.

At the previous event in October 2009, also in Amsterdam, SC&RA formed the World Crane & Transport Alliance for the advancement of the crane and specialized transport industries. In addition to SC&RA, the alliance includes associations from Australia, Canada, Europe, and New Zealand. Immediately before the upcoming summit, the alliance will reconvene and officially welcome its newest member, Brazil's Sindipesa.

The day prior to the summit, Beth O'Quinn, SC&RA vice president, plus other SC&RA members, will participate in a meeting of international crane experts, continuing discussions on a number of topics considered during the ConExpo show in Las Vegas in March, including EN 13000, the European crane design standard; data loggers and event recorders; wind action on loads; trade barriers; and European Commission guidelines and directives for machinery.

Joel Dandrea, SC&RA executive vice president, will be the Summit's opening keynote speaker. He will present a global industry snapshot, based on his perception as the chief staff executive of an association that represents more than 1,300 member companies in 43 nations.

Doug Ball, SC&RA vice president, will participate in a transportation session during the summit under the theme of harmonising standards to encourage the safe and profitable transport of oversize and overweight items around the world. Ball is expected to discuss how American hauling regulations and permit requirements that vary from state to state and, often, within states, hinder the industry.

As at the previous summit, the roster of speakers will include a number of other highly respected experts from within SC&RA's ranks.

"The Summit is a great opportunity for our staff and members to interact with their counterparts from throughout the world," said Dandrea. "By working together, we can all grow stronger and be better positioned to share ideas and promote safety, uniformity and productivity. We are grateful to KHL, which publishes our official magazines, for organising this event."

■ For more information, visit www.khl.com/events/wcts2011



THE CRANE & RIGGING EVENT OF THE YEAR!

SC&RA

★ **EXHIBIT SPACE IS GOING QUICKLY! ★**



CRANE & RIGGING WORKSHOP

SEPTEMBER 21-23, 2011

SHERATON PHILADELPHIA CITY CENTER, PHILADELPHIA, PA

SAVE THE DATE!
 Bring your crane operators, top sales personnel, and safety directors. Sessions include:

- ▶ Making Sense of it All: Rating Charts, Overloading, Sideloads and Load Testing
- ▶ Preparing for OSHA's Recent Climate Change
- ▶ 2011 Rigging Jobs of the Year
- ▶ Bringing Your Safety Program Into the 21st Century
- ▶ Proper Wire Rope Installation

Visit
www.scranet.org/workshop
 to register.



Specialized
 Carriers
 & Rigging
 Association

WORLD CRANE AND TRANSPORT SUMMIT 2011

NOVEMBER 10-11
HOTEL KRASNAPOLSKY, AMSTERDAM

A two day conference and networking dinner to exchange information and debate best practice on vital topics

Bring together senior executives from around the world. More than 300 delegates are expected to attend and more than half of the available places have already been reserved.

As one delegate said of WCTS 2009, "This was simply the best crane and heavy transport conference I have ever attended, by a distance."

We believe WCTS 2011 will be even better. Make sure you take the opportunity to develop contacts and gather information vital to benefit your business.

Tickets include:

- Two day, top-level conference
- Three course buffet lunch and refreshments
- Full delegate packs
- Three course networking dinner at the famous five-star Hotel Krasnapolsky

**EARLY
BOOKING
DISCOUNT**
UNTIL
30 SEPT
2011

**2-DAY CONFERENCE
AND DINNER**
€580 – \$928
(€715 – \$1,144 after the
30 September 2011)

For programme details please visit:

www.khl.com/wcts

EVENT INFORMATION:

GRAHAM ANDERSON
TEL: +44 (0)1865 318123
e-mail: graham.anderson@khl.com

REGISTRATION INFORMATION:

KATY STORVIK
TEL: +44 (0)1892 784088
e-mail: katy.storvik@khl.com

SPONSORSHIP OPPORTUNITIES:

JOHN AUSTIN
TEL: +44 (0)1892 786220
e-mail: john.austin@khl.com

CREATED AND ORGANISED BY

INTERNATIONAL
cranes
AND SPECIALIZED TRANSPORT

AMERICAN CRANES & TRANSPORT
ACT
S

A KHL GROUP EVENT

khl
GROUP



SANY



TEREX



ZOOMLION

SILVER SPONSORS

KOBELCO

LIEBHERR

LIUGONG

Manitowoc

SCHUEERLE
NICOLAS
KAMAG

TADANO

SUPPORTERS

COMETTO

FAYMONVILLE

Goldhofer

Link-Belt

LSI

Modulift

PROPLATE

RUD

TATA

T.H.I.

SCRA Specialized Carriers & Rigging Association



Star performance

SWF Krantechnik has added the MOVEster air balancer to its product range. The hoist, designed to provide efficiency and ergonomics, can move loads up to 350 kg. Depending on the bearing load, MOVEster can reach lifting heights of up to 3 metres. Combined with the company's aluminium crane system LIGHTster, the product

is suited to workstations, said the manufacturer. The air balancer enables quick and smooth material flow, added the manufacturer. Its balancing function means a minimal force of 15 to 35 N is required to move loads in assembly and joining processes.

If the air pressure drops there will be no sudden

lowering of the load. The technology also eliminates overloading. "Floating" loads can be safely unloaded should the air pressure drop, added the company.

■ For more information see www.swfkrantechnik.com



PROPORTIONAL PUMPS

A new range of hydraulic piston pumps has been launched by Parker Hydraulics to help reduce the size of fan drive systems both for on- and off-highway vehicles. Based on the company's P1 piston pump, the new system has a dedicated proportional pressure control valve, built directly into the pump assembly.

This minimises system size and weight, without affecting overall performance or functionality, said the company. The new hydraulic fan drive system is designed to contribute to improved fuel efficiency and emission reduction. In addition, the hydraulic fan drive components can be located practically anywhere on the vehicle, wherever space is available.

To date, said Parker, fan drive systems generally comprise independent components, with fan speed varied using a separate proportional pressure valve to control system pressure to the hydraulic motor. "Although effective, this solution takes up additional space and requires extra hoses and connectors," said a company spokesman.

■ For more information contact www.parker.com



Quick link

Eaton Corporation has introduced the TH-Series of quick-disconnect hydraulic couplings for mobile and industrial applications. The TH-Series is part of Eaton's line of Hansen and Coupleurs Gromelle acquired by Eaton in December 2010.

Eaton's TH-Series couplings meet the dimensional requirements of MIL-C-51234 and are used in petrochemical applications, construction, mining, agricultural and railway maintenance equipment, and hydraulic tools and accessories. They are available in RoHS

compliant zinc plated steel and 316 stainless steel with stainless steel springs, balls, and retaining rings and standard Buna-N or optional Fluorocarbon seals.

Eaton TH-Series couplings have a ball-locking mechanism and a very low pressure drop, the manufacturer said.

They are rated for working pressures up to 6,500 psi and are available in 1/4, 1/2, and 3/4 inch, and 1 inch sizes to meet a broad range of application requirements.

■ For more information see www@eaton.com



NAUTILUS SPREADS OUT

Safety hook manufacturer Nautilus Rigging is expanding its international distributor network to include the US, South American and SE Asian markets.

The UK-based company is also promoting its failsafe, pinch-free hook to original equipment manufacturers. Nautilus has international patents pending for Europe, the USA and Australia, among other regions. Patent claims cover and protect its safety feature: a separate handle and unique locking mechanism that eliminates trap-and-pinch injuries caused by traditional latch lock hooks, said the company.

It offers 19 standard hooks in working load limits of 4 to 20 tonnes and with a range of rigging attachments, including clevis or swivel top. "The NH-SL6C (6 tonne clevis top hooks) is a popular size throughout the construction industry which can benefit from using these new hooks, not just because the hooks offer proven safety benefits, but because they have a light feel and are much easier to operate," Nautilus said.

The company recommends its 12.5, 16 or 20 tonne hooks for larger cranes with heavier load ratings. Bespoke hooks, for example, shank hooks are available and testing on sub-sea versions of its 20 tonne hooks are underway.

■ For more information see www.nautilusrigging.com



EVENTS DIARY

APEX 2011

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

SC&RA CRANE & RIGGING WORKSHOP

21 – 23 September 2011
Philadelphia, Pennsylvania, USA
www.scranet.org

ICUEE

4 – 6 October 2011
Louisville, Kentucky, USA
www.icuee.com

SAIE 2011

5 – 8 October 2011
Bologna, Italy
www.saie.bolognafiere.it

BICES 2011

18 – 21 October 2011
Beijing, China
www.e-bices.org/

THE HEAVY EQUIPMENT MODEL SHOW

23 October 2011
Mercure Dunkenhall Hotel,
Accrington, Lancashire, UK.
Contact David Weston
Tel: +44 (0)1282 693477

WORLD CRANE AND TRANSPORT SUMMIT

10 – 11 November 2011
Amsterdam, the Netherlands
www.khl.com/wcts

THE EUROPEAN ROAD TRANSPORT SHOW (TERTS)

16 – 21 April 2012
Amsterdam RAI,
The Netherlands
www.roadtransportshow.nl/terts2009/e/home/default

INTERMAT 2012

16 – 21 April 2012
Paris, France
www.intermat.fr

M&T EXPO 2012

29 May – 2 June 2012
São Paulo, Brazil
www.mtexpo.com.br

HILLHEAD 2012

19 – 21 June 2012
Buxton, UK
www.hillhead.com

INTERMAT MIDDLE EAST 2012

Autumn 2012
Abu Dhabi
www.intermat.fr



Picture of the month

An abandoned fixed-base lattice boom crane sits at the entrance to Henraux Cervairole Quarry on Monte Altissimo, in the Apuan Alps, Italy. Alec Dalglish photographed it during a visit to the working marble quarry. "A manager of 50 years' experience at Cervairole recalled that when he started, it took a team of seven men hauling on a rope to achieve what a loader does today," said Dalglish. "The marble on the Monte Altissimo has been popular since Michelangelo took a look in 1518. This crane is probably more recent.

PEOPLE NEWS

■ Two board members at Demag Cranes AG have decided to leave the company following



its takeover by Terex Industrial Holdings AG. **RAINER BEAUJEAN**, chief financial officer, and **THOMAS HAGEN**, chief operating officer, made use of their special termination rights and will leave the



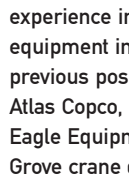
management board by no later than 30 November 2011. Both have been in their positions at the company for nearly five years. "I regret very much the decision that Mr Beaujean and Mr Hagen have taken, but understand why they have chosen to seek out new challenges after the successful takeover of Demag Cranes AG. I would like to thank Mr Beaujean

and Mr Hagen for their excellent work and wish them all the best and every success for the future," commented Burkhard Schuchmann, chairman of the supervisory board.

■ Manitowoc Cranes has appointed two people to its management staff in Australia.



KELVIN KENT is general manager of Australia and New Zealand crane operations, and **NEIL HOLLINGSHEAD** is sales and marketing director for Australia. Kent brings 30 years of



experience in the construction equipment industry, including previous positions with Atlas Copco, Compair, JCB, Eagle Equipment and former Grove crane dealer, Banbury

Engineering. Hollingshead joined Manitowoc in 1989 as an apprentice technician. His most recent position was global product director for all terrain and rough terrain cranes.



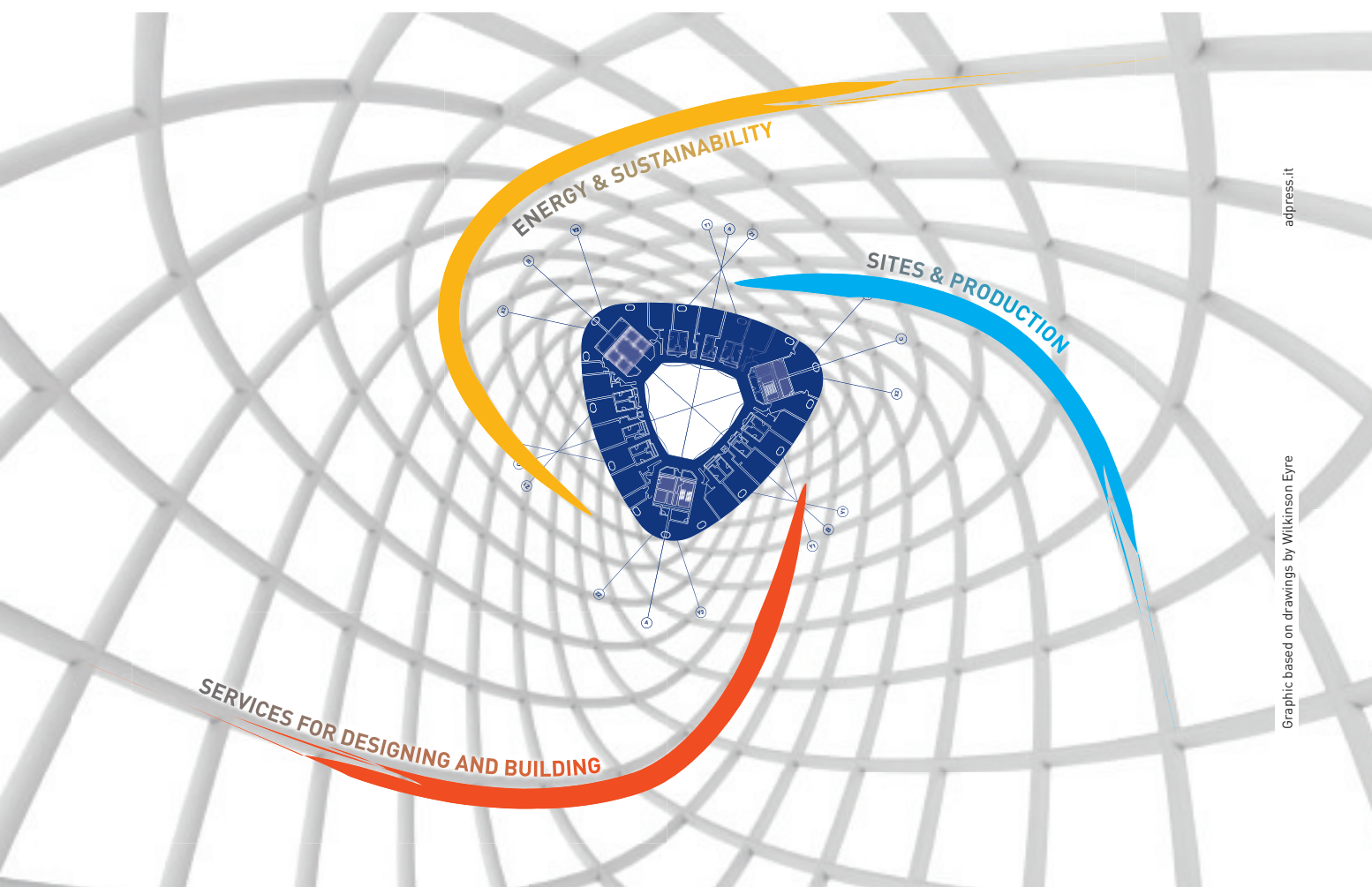
■ **WOLFFKRAN** is expanding its sales network in Germany with a view to achieving increased growth in the domestic market. The company has employed two new sales representatives with multi-regional responsibilities. **THOMAS ODENBREIT** will be pursuing sales in Western Germany, and **WOLFGANG KAVELIUS** in Southern Germany. The team is being managed by **ANDREAS KAHL** who took on the role of managing director of Wolffkran Germany at the beginning of 2011.

■ 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.

SAIE 2011

INTERNATIONAL BUILDING EXHIBITION

Bologna, 5-8 October Opening Hours: 9am - 6pm



SAIE INNOVATING, INTEGRATING, BUILDING



FREE MAGAZINE SUBSCRIPTION

1 CHOOSE YOUR MAGAZINES AND/OR E-NEWSLETTERS:

- International Cranes and Specialized Transport ☐
- American Cranes & Transport ☐
- World Crane Week e-newsletter ☐
- International Construction ☐
- Construction Europe ☐
- International Construction Turkey ☐
- World Construction e-newsletter ☐
- Construction Latin America ☐
- Construction Latin America e-newsletter ☐
- International Rental News ☐
- World Rental Week e-newsletter ☐
- Access International ☐
- Access Lift & Handlers ☐
- World access e-newsletter ☐
- Demolition & Recycling International ☐
- World Demolition Week e-newsletter ☐

2 ORGANIZATION TYPE

- Construction contractor/consultant ☐
 - Crane rental ☐
 - Specialized/Heavy Transport ☐
 - Industrial establishment ☐
 - Docks/Harbours ☐
 - Manufacturer of lifting equipment ☐
 - Agent/Distributor ☐
 - Government/Defence/International authority ☐
 - Utility ☐
 - Windpower ☐
 - Other ☐
-

3 YOUR DETAILS

Name: _____

Job title: _____

Company: _____

Address: _____

Country: _____

County/State: _____

Post code/Zip code: _____

e-mail: _____

4 FORMAT OF MAGAZINE

PRINT ☐

DIGITAL ☐

BOTH ☐

5 SIGN AND DATE:

Signature: _____ Date: _____

POST TO: KHL Group, Circulation, Southfields, Southview Road, Wadhurst, East Sussex, TN5 6TP, UK

FAX BACK: +44 (0)1892 784086 or +44 (0)1892 786260

REGISTER ONLINE: www.khl.com/subscriptions

E-MAIL: circulation@khl.com

Now in its 3rd year

NOVEMBER 4, 2011
HOTEL OKURA, AMSTERDAM

WORLD DEMOLITION SUMMIT 2011

CONFERENCE
& AWARDS



A top-level conference and gala awards dinner focusing on cutting edge projects and global best practice

The World Demolition Summit is organised by *Demolition and Recycling International (D&Ri)* magazine in co-operation with the European Demolition Association (EDA). The Summit is set to be one of the leading events of the year for the world's demolition industry. Attracting attendees from around the world to the Hotel Okura in Amsterdam on 4 November 2011 – it's a diary date not to be missed.

**BOOK
NOW!**
www.demolitionsummit.com

WORLD
DEMOLITION
CONFERENCE 2011

WORLD
DEMOLITION
AWARDS 2011

Reasons to attend

- Gain competitive advantage by learning about cutting edge projects.
- Full networking opportunities.
- Hear about best practice in different international markets.
- Debate the key issues facing the industry – safety, training, workload.
- Hear predictions on the likely post-recession landscape.
- Meet new contacts among top executives.

For the full conference programme and further details on the event please see the web site:

www.demolitionsummit.com



khl
EVENTS

SPONSORSHIP OPPORTUNITIES:

LYNN COLLETT, T: +44 (0)1892 786219, e: lynn.collett@khl.com

www.demolitionsummit.com

GOLD



SILVER



BRONZE



KOMATSU



SUPPORTING

ARDEN EQUIPMENT
DESPE
LST GROUP
POWERSCREEN
TREVI BENNE

ASSOCIATIONS



YONGMAO®

Experience Our Quality & Service



YONGMAO HOLDINGS LIMITED
WWW.YONGMAO.COM.CN

(Nuclear Power Station)



WORLDWIDE PURCHASE, SELLING & PROCUREMENT | GERMANY

Tel.: +49 (0) 8252 70553 10 • Fax: +49 (0) 8252 70553 11
sales@aca-cranes.com



Demag AC 40-1 City
40 t YOM 1992



Liebherr LTM 1050-1
50 t YOM 1997



Grove GMK 3055
55 t YOM 2004



Demag AC 205
80 t YOM 1997



Demag TC 400
100 t YOM 1977



Grove GMK 6095
100 t YOM 2008



Liebherr LTM 1180-2
160 t YOM 1999



Liebherr LTM 1180-5.1
160 t YOM 2008



Grove GMK 5220
220 t YOM 2011



Demag AC 685
250 t YOM 1996



Liebherr LTM 1250-1
250 t YOM 2003



Demag CC 2800-1
600 t YOM 2008

www.aca-cranes.com



Borcherts Equipment Trading b.v.

Crawler cranes from stock



SCX900

90T

2008



SCX800

80T

2009

1 x Sumitomo LS238	100t	1992
2 x Hitachi-Sumitomo SCX900-2	90t	2007 and 2008
2 x Hitachi-Sumitomo SCX800-2HD	80t	2009
2 x Kobelco 7065	upgraded to 75t	1991
1 x Hitachi-Sumitomo SCX700-2	70t	2008
1 x Kobelco CKE700	70t	2006
1 x Hitachi KH230-3	60t	1996

Check out our website for more details:

www.borcherts.com

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

Tel: +31 - 653 652 522 • Fax: +31 - 514 569 186



Hovago Cranes B.V.

Established in 1946

CRANES FOR SALE AND INTERNATIONAL RENT

All Terrain Cranes

95 t	Grove GMK 5095	2009
100 t	Grove GMK 4100L	2007
100 t	Grove GMK 5100	2005
170 t	Grove GMK 5170	2011 New !
200 t	Terex-Demag AC 200-1	2011 New !
350 t	Terex-Demag AC 350/6	2011 New !

Rough Terrain Cranes

60 t	Grove RT760E	New !
80 t	Grove RT880E	New !

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

Crawlers

400 t	Terex-Demag CC 2400-1	2009
600 t	Terex-Demag CC 2800-1	2009

Miscellaneous

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

Hovago Cranes b.v.

Galvanistraat 35, NL-3316 GH Dordrecht
 The Netherlands

Tel: + 31 (0)10 8920475 - Fax: +31 (0)10 8920485

E-mail: info@hovago.com - Website: www.hovago.com



(Member of the ProDelta Group)

www.PARTGLOBAL.COM

Quality Crane Spare Parts

YOUR ULTIMATE CRANE SPARE PARTS ONLINE SHOPPING MALL

MONTHLY SPECIAL CHASSIS PARTS




NISSAN DIESEL MITSUBISHI KATO KOBEKO
SUMITOMO HITACHI TADANO P&H

ZWAGERMAN MATERIEEL B.V.
Middenweg 81/1394 AE NEDERHORST DEN BERG (NL)

FOR RENT OR SALE

A CHOICE OF MORE THAN 85 CRANES
FROM 30 UP TO 350 TONS



Fabrication: RB-International
Type: CH-80
Max. Tonnage: 80 TONS
Building year: 2000
Boom length: 30 MTR.




Fabrication: Hitachi
Type: KH-150-3
Max. Tonnage: 40 TONS
Building year: 1987
Boom length: 25 MTR.


Tel: +31.(0).294.25.33.77 E-mail: info@a-bcranes.com
WWW.ZW-CRANES.COM

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


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




Liebherr LR8255, piling/drilling rig




Liebherr LR1300, 300 ton capacity




Kobelco CKE2500, 250 ton capacity



Liebherr LR1750, 750 ton capacity



Demag CC2800, 600 ton capacity



Kobelco SL6000, 600 ton capacity



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

+ offices in: Curaçao - Dubai - Jacksonville - Singapore

www.pvecranes.com

Specialising in:

- COLES CRANES
- GROVE CRANES
- KRUPP CRANES PARTS

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

CONTACT BRIAN REYNOLDS

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

www.cranepart.co.uk

MULTI CRANE

INTERNATIONAL

Your partner in tower cranes



WWW.MULTI-CRANE.COM

Chr. Huygensweg 21, 2408AJ Alphen a/d Rijn
The Netherlands
info@multi-crane.com Tel.: +31 172440481

KranAgentur Werner GmbH & Co. KG

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

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

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

Trust our long experience.

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

For more information visit our website:
www.KranAgentur.de



For example:

Grove GMK 7450
Lifting capacity
450 to, 60 m
boom, Mega-Lift,
luffing jib 25-73 m,
fixed jib 12-70 m,
year 2009,
14x8x14,
ca. 22.000 KM,
ca. 2.300 working
hours



Grove GMK 3050-1
Lifting capacity 50 to, 38 m boom,
Swingaway jib 8,7 - 15 m, year 2009,
6x4x6, ca. 55.000 KM, ca. 2.900
working hours

KranAgentur Werner GmbH & Co. KG

Hallplatz 7j
66482 Zweibrücken, Germany

Phone: +49 (0) 6332 48 58 26

Fax: +49 (0) 6332 48 58 37

Mail: info@KranAgentur.de

JRL

SERVICE THAT COUNTS

London Tower Crane Hire & Sales Limited

THE TOWER CRANE SPECIALISTS

SERVICES...

- > HIRE
- > SALES
- > SERVICING
- > SPARE PARTS
- > TECHNICAL BACK-UP
- > TAC 3000 ZONING SYSTEM
- > WORLDWIDE

4 Elstree Way, Borehamwood, Hertfordshire, WD6 1RN • Tel: +44 (0) 20 8327 4060 • Fax: +44 (0) 20 8236 9391
sales@londontowercranes.co.uk • Web: www.londontowercranes.co.uk • ISO 9001 REGISTERED COMPANY

TEREX | COMEDIL

SAEZ
GROUP

JOST

YONGMAO

LIEBHERR

HOMAR B.V.
Import-export hydraulic and lattice boom cranes
Lieshout 11
Musselwing 11
6071 BR Breda
The Netherlands
Tel.: +31-343-253462
Fax: +31-343-254207
E-mail: info@homar.nl
Internet: www.homar.nl

STOCKLIST
TELESCOPIC AT-CRANES

capacity	manufacturer type	year	drive/steering	boom/lift (m)	delivery	
400 t	Demag	AC 1200 SL	1992	14 x 6 x 12	58/19/54/78	October
330 t	Demag	HC 810 SL	1991	14 x 6 x 10	52 / 20 / 48	October
200 t	Liebherr	LTM 1200/1	2002	10 x 8 x 10	60 / 36	September
160 t	Liebherr	LTM 1160/2	2000	10 x 8 x 10	60 / 36	September
120 t	Demag	AC 395	1998	10 x 8 x 10	60 / 17	direct
120 t	Demag	AC 120	1998	10 x 8 x 10	60	direct
90 t	Liebherr	LTM 1090	1991	10 x 8 x 10	45 / 20	direct
80 t	Liebherr	LTM 1080/1	2000	8 x 8 x 8	48 / 19	September
75 t	Grove	GMK 4075	2001	8 x 6 x 8	43,2 / 27	direct
65 t	Grove	AT 865	1990	6 x 6 x 6	35 / 14,5	direct
50 t	Liebherr	LTM 1050/1	1999	6 x 4 x 6	40 / 16	direct
50 t	Grove	GMK 3050	1999	6 x 4 x 6	38 / 9	direct
50 t	Liebherr	LTM 1050/1	1998	6 x 4 x 6	40 / 16	September
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	Krupp	KMK 3050	1996	6 x 4 x 6	38 / 15	direct
40 t	Demag	AC 40	2000	6 x 4 x 6	32	direct
40 t	Liebherr	LTM 1040/1	1999	6 x 6 x 6	30 / 14,5	direct
40 t	Liebherr	LTM 1040/1	1999	6 x 4 x 6	30 / 14,5	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	Faun	RTF 40-3	1993	6 x 6 x 6	30 / 14,5	direct
35 t	Liebherr	LTM 1030/2	2000	4 x 4 x 4	30 / 15	September
35 t	Grove	GMK 2035	1999	4 x 4 x 4	29 / 8,5	direct
35 t	Liebherr	LTM 1030/2	1998	4 x 4 x 4	30 / 15	direct
35 t	PPM	ATT 400	1998	4 x 4 x 4	30,4 / 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	1989	4 x 4 x 4	27	direct
25 t	Demag	AC 25	2000	4 x 4 x 4	25 / 1,2	direct
25 t	Liebherr	LTM 1025	1992	4 x 4 x 4	26 / 8,2	direct
25 t	Krupp	KMK 2025	1992	4 x 4 x 4	23	direct
20 t	Krupp	KMK 2020	1994	4 x 4 x 4	20,5 / 3,8	direct

CARRIERS
4 Terex/PPM carriers, capacity 60 ton, YOM 2001, 8 x 4 x 8, direct delivery

SPARE PARTS
* Krupp KMK 6160, Krupp KMK 4070, Liebherr LTM 1070, Faun ATF 70
* gearboxes, drop boxes, jacks, beams, slewing rings, engines, booms
* many more spare parts available

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

IMC
INTERNATIONAL MOBILE CRANES

Your partner for used mobile cranes
Tel.: +49 (0)2853 60414 0 Fax: +49 (0)2853 60414 44
Im Heetwinkel 38, D-46514 Schermbeck
Email: mail@imc-cranes.com web: www.imc-cranes.com
You are very welcome to visit us at our new location.

250 t	130 t	100 t
 Demag AC 250, 1998	 Grove GMK 5130, 2008	 Grove GMK 5100, 2001
70 t	60 t	50 t
 Tadano Faun ATF 70-4, 1998	 Tadano Faun ATF 60-4, 1998	 Faun ATF 50-3, 2001
40 t	30 t	45 t
 Demag AC 40-1, 2006	 2 x Liebherr LTF 1030, 1993 & 1995	 Krupp KMK 3045, 1993
90 t	Coming soon 80 t, Faun ATF 80-4, 2005 80 t, Demag AC 80-2, 2004 100 t, Liebherr LTM 1100-5.1, 2007 100 t, Grove GMK 5095, 2008 300 t, Grove GMK 6300, 2005 300 t, Demag CC 1500, 2006 500 t, Demag AC 500-2, 2010 ... and further cranes on request!	

Prices on request! Subject to alteration and prior sale! Colour variation possible

This is an extract of our current stocklist, you will find all cranes on our website **www.imc-cranes.com**

MOBILE CRANES FOR SALE READY FOR IMMEDIATE DELIVERY

FOR SALE

Liebherr

	LTM 1100	2001
90 T	LTM 1090	1991
	LTM 1060	2003
	LTM 1060	2000
40 T	LTM 1040/1	2001
40 T	LTM 1040/1	2000
	LTM 1040 2.1	2007
	LTM 1040 2.1	2007
	LTM 1040 2.1	2007
	LTM 1040	1990
	LTM 1030 2.1	2006
	LTM 1030	2003

LTM 1030

LTM 1025	1989
LTM 1080	2000

1996

1989
2000

PPM

30 T	ATT 340	1995
	ATT 300	1999

Faun

40 T	RTF 40/3	1999
------	----------	------

Demag

80 T	AC80	2008
80 T	AC80	2007
	AC60/3	2008
35 T	AC35	2005

Grove

100 T	GMK 5100	2003
50 T	GMK 3050	1997
50 T	GMK 3050	1999
35 T	RT635	1998
35 T	RT635	1998
35 T	RT635	1993

All cranes are in our yard and ready for work...IMMEDIATELY!



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

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



Dollar Bill Plant

Contact Ronnie Frasle +44 7981 582 569 or +44 1702 719 452
ronnie@dollarbillplant.co.uk

We specialise in one owner equipment from new.



Liebherr LTM1060/2, Year: 2000
 15,709 hours, 139,335km
 NEW ENGINE FITTED BY LIEBHERR
 FEBRUARY THIS YEAR, P.O.A



Compact CT2, City Crane, 1996, 9,243
 hours, 143,284 km, 42T Capacity, P.O.A



IHI CCH350, 1989, 5991
 hours, FULLY HYDRAULIC,
 £39,500



Manitowoc 3000, 1973,
 14,000 hours, V.I.C.O.N
 Controls., 40m Boom
 65T Capacity, £27,500



NCK AJAX C75, 1979, 12,000
 hours, 40m Boom, 75T Capacity,
 £35,000



Groves TMS180, 1990, 18T Capacity
 24m Jib, £12,500

www.dollarbillplant.co.uk

EISELE

AG

CRANE & ENGINEERING GROUP

- CRANES FROM 30 t - 1200 t
- WORKING PLATFORM LEASING
- HEAVY DUTY TRANSPORTS
- SALE & LONG-TERM LEASING

SALE



60t Liebherr, LTM 1060/2, Y. 2003

SALE



300t Liebherr, LR 1300, Y. 2008 with
 derrick and luffing jib

SALE



SPMT, Y.2009, 26 axle, turntable, driver-
 cabin, PPU Z350 and PPUZ100

SALE



100t Terex-Demag, AC 100, Y. 2009

SALE



40t Terex-Demag, AC40, Y. 2001

SALE



120t Terex-Demag, AC 120, Y. 2009

Eisele AG
 Crane & Engineering Group
 Gulenbergstraße 5
 63477 Maintal • GERMANY

☎ 0049 (6109) • 7641-23
 FAX 0049 (6109) • 7641-43
 MOBILE 0049 (176) • 176 41000
 ✉ claus@eisele.de
 🌐 www.eisele.de

www.tathong.com




With over 30 years of experience and a crane fleet of over 1000 units deployed globally, make us your one stop lifting solutions provider.

SALES AND RENTAL
CALL +65 6269 0022 [David Ng / Patrick Ng]

TAT HONG 
The Leading Crane Specialist

18 Sungei Kadut Avenue, Singapore 729489 • thhe@tathong.com.sg

NEW!



Usedcrane24.com

The international website for
used-cranes and
heavy-duty-equipment.

You want to sell your used crane?

You are looking for a used crane or
heavy-duty-equipment?

Usedcrane24.com



NEW!

MICHELSENS trading 

MICHELSENS TRADING NV Bisschoppenhoflaan 275, 2100 Antwerp (Deurne) - Belgium
Tel: 0032 3 324 40 00 - Fax: 0032 3 888 42 22 - Email: trading@cranes4u.com

NEW XCMG CRANES

CE-tested + Belgian Homologation
Michielsens quality proofed



GROVE
GROVE GMK 2035
GROVE GMK 3050

GALION
GALION 150A

LIEBHERR
LTM 1100-5.1

KRUPP
KRUPP KMK 3050

XCMG
QY25K5
QY50K
QY70K (with automatic
Alison transmission)

FAUN
FAUN RTF 40/3
FAUN ATF 50/3
MUNSTER
MUNSTER ABK 30-55



LTM 1100-5.1



XCMG QY70K



FAUN RTF 40-3

www.cranes4u.com

a new **Worldwide** tower cranes reality is **Born**

RUE
recom used equipments



RUE, Recom used equipment is a new company, which has been formed to manage Select Plant Hire used tower cranes.

Exclusive dealer for



IN MEMORY OF MY FATHER FERRUCCIO, OUR LIGHT, OUR GUIDANCE, AND FRIEND. For all what he has taught me during these fantastic years of working life together.

Latest models
A wide range of Comedil flat top tower cranes and luffing jib cranes

Older cranes
Older cranes from Terex Comedil and Terex Peiner

Other equipment
Crawler cranes and many other building equipment on demand

www.recom-usedequipments.com 

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

ALL TERRAIN CRANES:

Brand	Type	Year	Capacity
GROVE	GMK2035	1996	35 TON
PPM	40.09	1983	40 TON
LIEBHERR	LTM1040-1	2001	40 TON
FAUN	ATF70-4	1997	70 TON
KRUPP	KMK4080	1992	80 TON
DEMAG	AC100	2004	100 TON

CRAWLER CRANES:

Brand	Type	Year	Capacity
SUMITOMO	SC700-5	2002	70 TON
ZOOMLION	QY70	2008	70 TON
KOBELCO	7100	1999	120 TON
LIEBHERR	LR1160	2006	160 TON
LIEBHERR	LR1160	2009	160 TON
SENNEBOGEN	5500	2004	180 TON

SPECIAL OFFER
SENNEBOGEN 5500SL 2007 180 TON

ALSO SPECIAL OFFER FOR 2 SAND GRABS OF 4CUB!
WE CAN ALSO OFFER YOU CRAWLER CRANES FOR BARE RENTAL PROJECTS WORLDWIDE!
PLEASE CALL FOR AN OFFER!

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

TADANO FAUN **Lifting your dreams**

Better stay genuine!

Used Cranes

- ✓ All Terrain Cranes, all sizes and makes
- ✓ Quality checked and approved by TADANO FAUN
- ✓ TADANO FAUN factory repair and reconditioning

Spare Parts

- ✓ Original manufacturers parts
- ✓ Immediate shipment including overnight delivery
- ✓ International Distributors and Service Network

For further details, please refer to our homepage and/ or get in touch!

TADANO FAUN GmbH
Faunberg 2
91207 Lauf a. d. Pegnitz, Germany
Easy to reach central location - just 20 min from Nuremberg Airport!

www.tadanofaun.de
used@tadanofaun.de +49 (0) 9123 / 955-121
spareparts@tadanofaun.de +49 (0) 9123 / 955-200

SPECIAL OF THE MONTH 'USED CRANES'



TADANO FAUN ATF 65G-4
Max. capacity: 65 t
Year: 2005
Mileage: ca. 82.000 KM
ID code: 20202

SPECIAL OF THE MONTH 'SPARE PARTS'



Subject to prior sale!

BUCKINGHAM
"Power Units, Power Dollies & Accs."
Structural Moving Equipment

Sales & Rentals

**Power Units
Power Dollies
Coaster Dollies**
Built to YOUR Specs & Needs

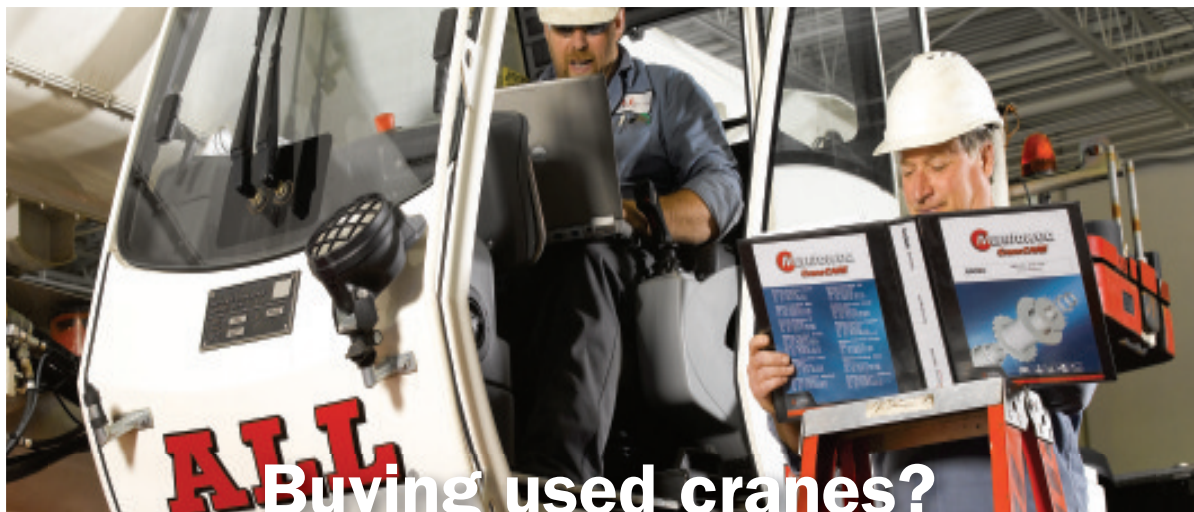
Call (610) 488-8969 FOR PRICING & INFORMATION

K-M-S
Krane-Maschinen-Service
GmbH & Co. KG

Cranes currently in stock!!!

Manufacturer	Type	Year	Capacity
Terex Demag	AC 25	1999	25 t
Liebherr	LTF 1030	1993	30 t
Terex Demag	AC 30	2009	30 t
Terex Demag	AC 30	2009	30 t
PPM Terex	ATT 340	1993	30 t
Faun	RTF 30	1986	30 t
PPM Terex	ATT 400	1999	35 t
PPM Terex	ATT 400/2	2000	35 t
Liebherr	LTM 1040-1	2000	40 t
Liebherr	LTM 1040	1991	40 t
Grove	GMK 3050	1999	50 t
Grove	GMK 3050-1	2006	50 t
Liebherr	LTM 1055/1	2002	55 t
Liebherr	LTM 1060-2	2000	60 t
Tadano Faun	ATF 60-4	1999	60 t
Tadano Faun	ATF 60-4	2003	60 t
Liebherr	LTM 1080-1	2000	80 t
Terex Demag	AC 80-2	2009	80 t
Liebherr	LTM 1090-2	1999	90 t
Grove	GMK 5100	2002	100 t
Terex Demag	AC 120-1	2008	120 t
Liebherr	LTM 1200/1	2003	200 t

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



Buying used cranes? Ask tough questions about the seller.

Buying equipment is more than choosing a make and model. We offer a broad selection, complete maintenance histories, and loaded feature sets. Most important, the condition of the equipment we sell is unsurpassed or it wouldn't bear the "ALL" brand.

ALL

Call 800-232-4100. Financing available. Hundreds of cranes and other lift equipment at www.allcrane.com/BuyEquipmentSearch.aspx

Get Lift Line magazine.
Call 800-232-4100.



www.orlaco.com

**Vision is
our mission**

**CRANES
VISION SOLUTIONS**



ORLACO
Specialised Camera Solutions

Europe HQ
☎ +31 342 404 555
info@orlaco.com

North American HQ
☎ 1-705-248-3434 toll free: 1-877-378-3434
a.mills@orlaco.com / f.hill@orlaco.com



7795 East Little York Road • Houston, TX 77016
www.crane-works.com

PHONE (00+1) 281-219-7779

Export Crane Sales: Keith Ayers
Keith@crane-works.com

Export Parts Sales: Scott Kana
Parts@crane-works.com

INTERNATIONAL CRANE AND PARTS SALES

LOOKING FOR A NEW CRANE - GIVE US A CALL!



All Terrain: 40 - 1320 ton



Crawlers: 50 - 3520 ton



Boom Trucks: 17 - 60 ton



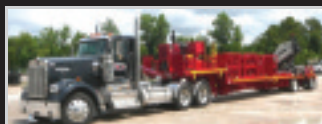
Articulating: 1 - 150 tm



Truck Cranes: 40 - 90 ton



RT's: 25 - 120 ton



**CALL US FOR YOUR
CUSTOM OILFIELD
EQUIPMENT NEEDS!**



**New Terex Crossover 6000
60-Ton Boom Truck**
4-section 110' boom. Cwt's
up to 16,500 lbs. Lattice
style jib with pull out stinger
to 57'. Mounts to commer-
cially available chassis!
\$ Please Call \$



Used Palfinger PK12000B
Unit #: STOCK
Used 2007 Palfinger
PK12000B Articulating
Crane — Loose. 3-Section
Hydraulic Reach to 33'10"
Includes Radio Remote
Control. **\$16,900 USD**

PALFINGER

IMT



TEREX

Manitex



TADANO





M. Stemick GmbH
Kran- u. Baumaschinenhandel

ALL TERRAIN-CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
25 t Demag AC 25	2000	4x4x4	25,00m + 13,00m
30 t PPM ATT 335	1997	4x4x4	27,40m + 15,00m
30 t Faun ATF 30-2L	1998	4x4x4	28,50m + 12,20m
35 t PPM ATT 400	1998	4x4x4	30,40m + 15,00m
35 t Faun ATF 30-2L	2005	4x4x4	28,50m + 12,20m
35 t Terex-PPM AC 35L	2008	4x4x4	37,40m + 8,00m
40 t Faun ATF 45-3	2004	6x6x6	34,00m + 15,20m
50 t Marchetti MG 50.3	1992	6x6x6	32,00m + 16,00m
50 t Terex-Demag AC 50	2001	6x4x6	40,00m + 17,00m
55 t Liebherr LTM 1055/1	2002	6x6x6	40,00m + 16,00m
55 t Liebherr LTM 1055-3.1	2006	6x6x6	40,00m + 16,00m
60 t Terex-Demag AC 60 City	2002	8x8x8	50,40m + 14,00m
70 t Faun ATF 70-4	1995	8x6x8	40,00m + 16,00m
65 t Faun ATF 65G-4	2007	8x6x8	44,00m + 16,00m
70 t Liebherr LTM 1070	1994	8x8x8	42,00m + 16,00m
75 t Grove GMK 4075	2001	8x6x8	43,20m + 27,00m
80 t Liebherr LTM 1080/1	2000	8x8x8	48,00m + 19,00m
80 t Demag AC 80-2	2004	8x8x8	50,00m + 17,00m
100 t Grove GMK 5100	2001	10x8x10	51,00m + 18,00m
120 t Terex-Demag AC 120-1	2008	10x8x8	60,00m + 33,00m
160 t Liebherr LTM 1160/2	2002	10x8x10	60,00m + 36,00m
160 t Faun ATF 160G-5	2010	10x8x8	68,00m + 37,20m
220 t Faun ATF 220 G-5	2009	10x8x8	68,00m + 37,20m
500 t Terex-Demag AC 500-1	2001	16x8x14	56,00m + 90,00m

TELESCOPIC - TRUCK CRANES

30 t Liebherr LTF 1030	1993	8x4x4	26,00m + 8,20m
30 t Liebherr LTF 1030	1995	6x4x2	26,00m + 8,20m
50 t Grove TM 750 E	1985	8x6x4	38,00m + 17,60m

YARD CRANE

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

Import - Export

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

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




UCM HOLLAND CRANE & PART SALES

45 Mobile cranes for sale from 10 to 500 ton

More than 30,000 mobile crane parts for sale used, rebuild and new

Faun - Demag - Liebherr - Grove - Krupp - PPM - Gottwald - Terex - P&H - Coles

www.ucmholland.com



INTERNATIONAL cranes AND SPECIALIZED TRANSPORT

To advertise in the October issue of *International Cranes and Specialized Transport* please contact Paul Watson on:

Tel: +44 (0)1892 786204
Fax: +44 (0)1892 786258
E-mail: paul.watson@khl.com

FOR SALE

1997 Terex T-335 35-Ton Hydraulic Truck Crane

9,436 Hours and 71,269 Miles

2 Winches

Block & Ball

Main Boom: 94' plus 32' jib with a 17' jib extension

8' wide (no escort needed)

The clutch, clutch cable and presser plate were replaced 6,000 miles ago. Brakes and drums were replaced last summer with new brake pods last fall. Just replaced starter. I rebuilt the upper cab last winter and had much of the crane repainted. (Note: crane is clear of all advertising with a clean coat ready for your advertising.)

For nearly the last 9 years this has been a **one Owner Operated** crane and I have taken care of any and all deficiencies during that time.

Current OSHA Inspection with NO notations.

Asking US\$105,000.

Pictures available to e-mail.

For more information please contact: Keith White at (315) 899-5850; E-mail: austinrigging@netscape.net.



\$105,000



www.coltoncrane.com

COLTON

CRANE COMPANY

- Cranes for sale
- Latest industry news
- Streaming stock prices
- Colton Cranes Co's Blog

Tel: +1 714-228-1285 E-mail: coltoncrane@yahoo.com
info@coltoncrane.com

Morrow Equipment

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

Sales
Rental
Service
Parts
Engineering
Training

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



VAN DER HILST INTERNATIONAL b.v.

INTERNATIONAL CRANE AND EQUIPMENT DEALERS, SPARE PARTS

We would like to take the opportunity to introduce ourselves as being international dealers of...

- All terrain cranes
- Crawler cranes
- Rough terrain cranes
- Crane hire
- Spare parts



Van der Hilst International b.v.
Ampèrestraat 21
8091 XX Wezep
The Netherlands
Tel. +31-38-3762856
Fax +31-38-3764665
E-mail sales@hilstcranes.nl
Website www.hilstcranes.com

PROFESSIONALISM TO SERVE THE INDUSTRY

Mini & Mobile Cranes Körner

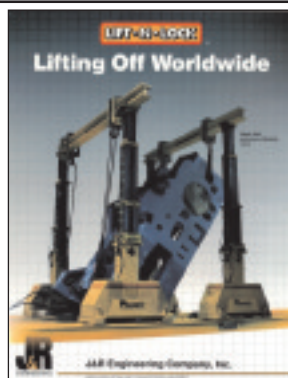


used mobile cranes for sale

20 t Pick & Carry GALIZIA F200 demonstration model, electric engine	75 t GROVE RT 875 E, year 2006 39,0 x 17 m, 4x4, 2 x CUMMINS engine
50 t LIEBHERR LTM 1050/1, y. 1997 40 + 16 m, 6x4x6, LIEBHERR engine	120 t TADANO FAUN ATF 120-5, y. 1995 47,5 + 16,5 m, 10x8x8, 2 x MB engines
55 t GROVE GMK 3055, year 2007 43 + 15 m, 6 x 6 x 6, MB engine	160 t LIEBHERR LTM 1160-5.1, year 2006 62 + 22 m, 10x8x10, 2 x LIEBHERR engines
70 t FAUN ATF 70-4, year 1999 40,5 + 16 m, 8x6x8, 2 x MB engines	600 t DEMAG CC 2800-1, year 2006 96 SH + 60 SW 12 m LF, 240 t cw

Mini & Mobile Cranes Körner GmbH
Alte Kaserne 23, 47249 Duisburg, Germany
www.unic-mobilecranes.de

Tel: 0049(0) 203- 713 68 76- 0
Fax: 0049(0) 203-713 68 76-19
info@unic-mobilecranes.de



LIFT - N - LOCK®

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

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

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

SLEW RINGS



ELST - THE NETHERLANDS

Tel: + 31 481 374784

Fax: + 31 481 376665

e-mail: info@vmanen.com

Web: www.vmanen.com



HOLLAND
Moving & Rigging Supplies

1+641-585-3630



Bridge Deck Replacement

Traverse Sideways

Lower Load Below
Ground Level

Self-propelled

Remote Controlled

HMRSupplies.com

Watch us on YouTube
YouTube.com/HollandDollies

HINEMAN CRANE SALES LIMITED

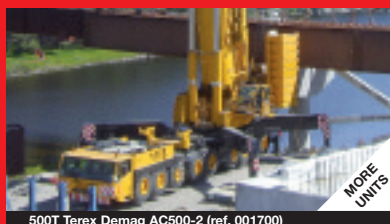
LIEBHERR LTM 1500	ALLTERRAIN	500T	2002
LIEBHERR LTM1250/1	ALLTERRAIN	250T	2002/5
FAUN ATF60-3	ALLTERRAIN	60T	2007
PPM 600/2ATT	ALLTERRAIN	50T	2001
TEREX A600	ROUGH TERRAIN	60T	1998
DEMAG AC40	CITYCRANE	40T	2000
COLES 36/40	ROUGH TERRAIN	40T	1982
GROVE TMS 635	TRUCKCRANE	30T	1995
GROVE GMK2035	ALLTERRAIN	35T	2001
PPM 350ATT	ALLTERRAIN	30T	1999
KATO NK200HV	TRUCKCRANE	20T	1998
COLES RT 615	ROUGH TERRAIN	15T	1984

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

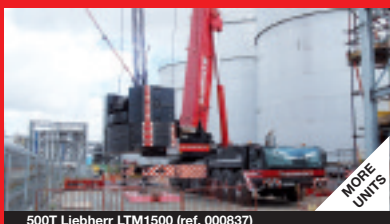
VISIT OUR NEW WEBSITE: WWW.HINEMANCRANES.COM

MAMMOET

1.300 CRANES FROM 10-3.200T



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



500T Liebherr LTM1500 (ref. 000837)



450T Grove GMK7450 (ref. 001693)



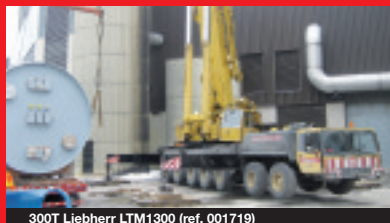
400T Liebherr LTM1400-1 (ref. 001256)



350T Terex Demag AC350-1 (ref. 001681)



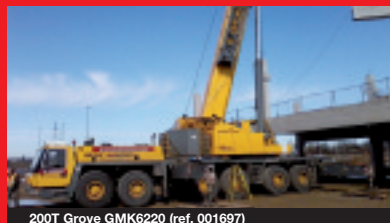
350T Terex Demag AC350 (ref. 001720)



300T Liebherr LTM1300 (ref. 001719)



250T Terex Demag AC250-1 (001658)



200T Grove GMK6220 (ref. 001697)



200T Liebherr LTM1200-1 (ref. 1559)



130T Grove GMK5130-1 (ref. 001209)



100T Terex Demag AC100 (ref. 001047)



80T Liebherr LTM1080-1 (ref. 000805)



60T Mercedes Faun HK60 (ref. 001145)



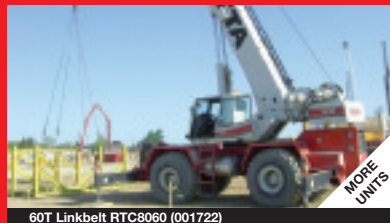
55T Liebherr LTM1055-1 (ref. 000737)



80T Grove RT880E (ref. 001038)



75T Terex RT175 (ref. 001724)



60T Linkbelt RTC8060 (001722)



35T Tadano RT350XL (ref. 001091)



52M Liebherr MK100 (ref. 001644)

www.MammoetTrading.com

MAMMOET

Mammoet Trading B.V.

Karel Doormanweg 47

3115 JD Schiedam

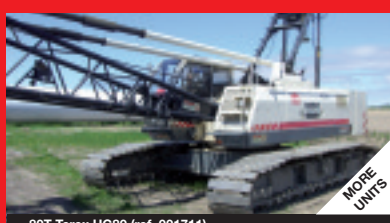
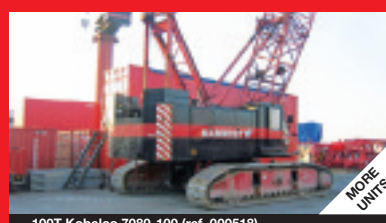
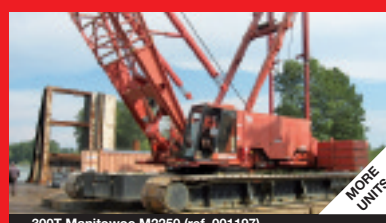
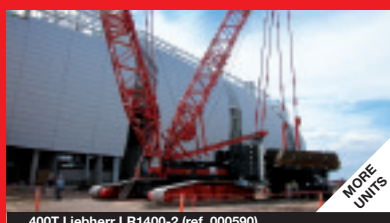
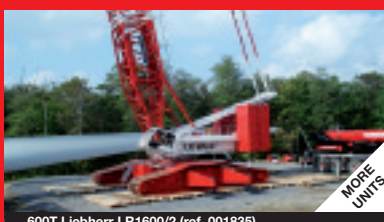
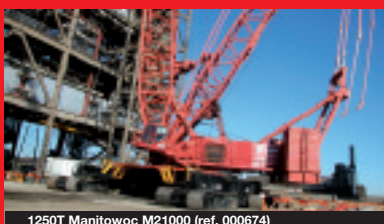
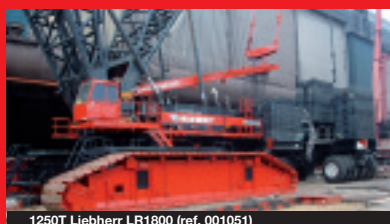
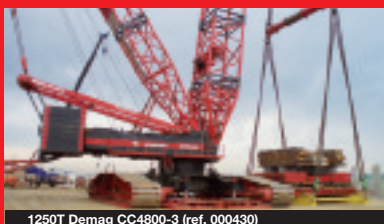
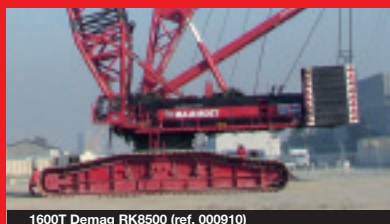
The Netherlands

☎ +31 (0)10204 2710

mammoet.trading@mammoet.com

www.MammoetTrading.com

MAMMOET 1.300 CRANES FROM 10-3.200T



www.MammoetTrading.com

MAMMOET

Mammoet Trading B.V.
Karel Doormanweg 47
3115 JD Schiedam
The Netherlands
☎ +31 (0)10204 2710
mammoet.trading@mammoet.com
www.MammoetTrading.com

KOBELCO

YOUR COMPETITIVE EDGE

INTRODUCING THE NEW G-SERIES

- Up to 25% reduction in fuel consumption.
- Euro Stage IIIB compliant Power Plant
- G-mode, 3 new Energy Saving Systems from KOBELCO: G-Engine, G-Winch and Auto-Idle-Stop
- Ergonomic, luxurious, spacious cab with short control levers.
- Dual pump flow for clamshell, bucket or material handling*
- Large, colour monitor with pictograms provides outstanding visibility and immediate comprehension of essential operating data.
- Innovative upper frame and body within 3m transport width.
- Over-swing preventative device*
- Machine inclination sensor*
- Counterweight detect system*

* optional items



CKE BME

G series G series

Perfect cranes for modern times!

Reducing operating cost, increasing operating ratio, instant access to smooth and efficient transport, increasing resale value, providing operators with even greater operating comfort, while saving the environment by consuming less fuel and low emission of CO₂, NO_x and particles.

Also including all advantages KOBELCO cranes are already famous for:

- Unrivalled smooth operating comfort
- High precision in positioning loads
- Fast assembly and disassembly
- Efficient transport
- Wet-type disk brakes for powerful, stable braking

- Low maintenance
- Wide, large-capacity winches improve spooling and extend wire rope life
- Excellent reliability
- Worldwide service

Operators from around the world appreciate and enjoy these benefits every day during the long life-time of KOBELCO cranes.



www.kobelco-cranes.com/europe/