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FEBRUARY 2015  
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M&A news this year, both from manufacturers and equipment-owning companies.

Product-wise, news of new all terrain models from Tadano is a good start to the year as is Hiab's new top of the range model becoming available after its September 2014 launch. Also interesting is the Sennebogen and Manitowoc supply agreement for telescopic crawler cranes. Then there is Liebherr's crane operator elevator which is just one of what will turn out to be a wide range of solutions for tower crane operators to access their work place. We will keep you updated on the developments.

Intermat is the biggest industry exhibition of the year and it is coming up fast in April. To help you plan a visit we have our preview this month, on page 15, which will be followed by the main show guide in the March issue. In addition to it being a great opportunity to research or shop for new equipment and to learn about the latest developments in products and services, it offers numerous opportunities for networking and meeting new people in the industry.

A great place to take advantage of this chance to meet people will be on the evening of 23 April at the ESTA Awards of Excellence event. Known as the biggest crane and transport party in Europe, it attracts around 500 people for a reception, awards presentation and gala dinner. I always look forward to it and to meeting many of the industry's characters, some for the first time and others I've already known for many years - nearly 20 now in some cases.

### ALEX DAHM

Editor



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# EDITOR'S VIEW

## KHL CRANES



**Worldcrane week**  
Global news from International Cranes and Specialized Transport and American Cranes & Transport  
[www.worldcrane week.com](http://www.worldcrane week.com)

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[www.khl.com/cranes](http://www.khl.com/cranes)

**KHL Crane Market**  
The online market place for buyers and sellers of used cranes  
[www.khlcranemarket.com](http://www.khlcranemarket.com)

## EVENTS

[www.khl.com/events](http://www.khl.com/events)

**ESTA AWARDS OF EXCELLENCE 2015**  
Paris, France 23 April, 2015

**INTERNATIONAL TOWER CRANES CONFERENCE & RECEPTION 2015**  
[www.khl.com/ta](http://www.khl.com/ta) London, 27 and 28 May

**WORLD CRANE AND TRANSPORT SUMMIT 2015**  
AMSTERDAM 4 AND 5 NOVEMBER

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# IN THIS ISSUE

**ON THE COVER**

**REPAIR AND REFURBISHMENT**  
Repair and refurbishment can often make good economic sense but needs careful consideration. See the feature starting on page 32.

**SUBSCRIPTIONS**

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**FEATURES**

**INTERMAT PREVIEW 15**  
April 2015 sees the global construction equipment industry migrate to France for the Intermat exhibition. *IC* previews the show ahead of our main show guide in the March issue

**TRUCK CRANES 19**  
The latest designs of truck cranes are offering higher lifting capacities, leaving the lower end of the lifting scale for the truck mounted variant. *Laura Hatton* reports

**SITE REPORT 27**  
Crane service provider Blüggel used its new Terex Explorer 5600 all terrain crane to move a pedestrian footbridge. *IC* reports

**REPAIR AND REFURBISHMENT 32**  
Going down the route of repair and refurbishment can be a cheaper alternative to buying a new crane or component. But cost isn't always the deciding factor. *Laura Hatton* reports

**INDUSTRIAL LIFTING 41**  
To meet increasing health and safety demands, manufacturers of industrial lifting equipment are coming up with new solutions and designs to improve safety. *Laura Hatton* investigates

**WORK AT HEIGHT 44**  
Refinement of the TRAM fall restraint system for mobile cranes has led to the development of a binding methodology that satisfies manufacturers' concerns

**REGULARS**

**NEWS 6**

**BUSINESS 13**

**SPECIALIZED TRANSPORT 22**

**THE KNOWLEDGE 37**

**EQUIPMENT AND ACCESSORIES 55**

**BACK PAGE 57**

**SC&RA**

**SC&RA COMMENT 49**  
Comment from *Joel Dandrea*, SC&RA executive vice president

**SC&RA NEWS 50**  
The 2015 SC&RA Annual Conference is a chance for industry members to blend business and recreation in an unforgettable setting. SC&RA reports

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HIGHLIGHTS

■ Shanghai Zhenhua Heavy Industry (ZPMC) has ordered four subsea cranes from MacGregor. The contract includes a 400 tonne safe working load (SWL) active heave compensated crane. It can deploy 3,000 metres of wire rope, the manufacturer said. All four cranes will be fitted to a new 145 metre dive support vessel (DSV), which is under construction at offshore support company Sealion Shipping's yard. Deliveries are due during the third quarter of 2016.

■ Palfinger Marine has acquired winch and equipment specialist Norwegian Deck Machinery AS (NDM). Austria-headquartered Palfinger said it closed the takeover of 100 % of the shares in the Norwegian company. NDM develops winches and lifting and handling equipment for offshore vessels, offshore service vessels, and oil and gas rigs.

# Arcomet France acquired by Groupe Matebat

Tower crane rental specialist Arcomet France has been acquired by Holgat, the holding company of Matebat Group, a tower crane and concrete formwork rental company in France. Terms of the deal were undisclosed at the time of writing.

Arcomet France, based near Montpellier in the south of France, is a subsidiary of Belgium-based Arcomet

Group, one of the largest tower crane rental and sales companies in the world. The 2014 *IC Tower Index*, in the September 2014 issue of *International Cranes and Specialized Transport* magazine, placed the Arcomet Group third in the global ranking of tower crane-owning companies that entered for the listing, behind Shanghai Panyuan Machinery Rental

in China and Middle-East headquartered NFT.

In addition to its fleets of 640 cranes and other construction equipment, Matebat is a dealer for Manitowoc's Potain tower crane brand. Founded in 1982, Groupe Matebat has more than 150 employees at eight offices in France. It reported sales of €44.5 million (US\$ 50 million) in 2013.

# Tower crane operator elevator new from Liebherr

An elevator for tower crane operators has been developed by Liebherr.

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

The length of the elevator's rails are matched to the mast

section and can be left in position in the tower sections and re-used the next time the crane is erected. New cranes and mast sections can be ordered from the factory with or without rails and the rails can be retrofitted to existing mast sections already in an owner's fleet.

No power supply cables, ropes or drag cables are needed, Liebherr said, as the electronically controlled system is powered by a lithium-ion battery. When the elevator is at the bottom of the mast the battery is docked for charging from a mains power supply. On descent there is an electrical power regeneration system that helps to recharge the battery. Liebherr claims an energy recovery rate of 40 %. In emergency recovery situations the elevator can be operated independently of the crane.

Internal mounting is possible on Liebherr masts of 2.3 x 2.3 m and bigger, including the following: 185 HC, 256 HC, 355 HC, 500 HC and 1000 HC. External mounting is required on the following: LC, 120 HC, 140 HC, 170 HC, 256 IC and 355 IC.

The new elevator is designed

to comply with the *EN 81-43:2009 Safety rules for the construction and installation of lifts. Special lifts for the transport of persons and goods. Lifts for cranes* standard. It is also made to comply with the EN 13849-1:2006 standard on safety requirements for design and integration of safety-related parts of control systems, including software, the manufacturer said.



Chinese crane manufacturer XCMG has completed a load test on the second unit of its 88,000 tonne-metre XGC88000 heavy lift crawler crane. For the load test, the super heavy lift crawler was configured with 60 metre main boom. It lifted and held suspended a 4,500 tonne test weight for 20 minutes, a company spokesperson said. The XGC88000 is aimed at large project applications, for example, the construction of nuclear power plants.



Liebherr LiUP tower crane operator elevator





## HIGHLIGHT

Terex Corporation and Manitex International have completed the formation of a joint venture agreement for construction machinery built by ASV. Also completed is the previously announced sale of 51 % of A.S.V. to Manitex. Manitex is now the majority owner of the joint venture in compact track loaders and skid steers that is 51 % owned by Manitex and 49 % owned by Terex.

Dutch crane service provider Meijmat has added a new Sennebogen 673 telescopic crawler crane to its fleet. Its main tasks are to help construct low-energy houses. The 673 can work on rough terrain and in an out of level condition with the side loading from a boom inclination of 4 degrees, the manufacturer said. For ease of transport the crane has a width of 3 metres and the ballast can be dismantled in six steps. The new crane was delivered to Meijmat by Dutch sales and service partner Kuiken. It has a 168 kW diesel engine to comply with Tier 4 Final emission regulations, a Maxcab operator cabin, which can be inclined 20 degrees, cameras and an LED lighting package.



# New models from Tadano

Crane manufacturer Tadano has launched the ATF 100G-4 all terrain crane and an updated version of the ATF 70G-4.

The 100 tonne capacity ATF 100G-4 has a 51.2 metre boom and an 18 m boom extension. Its maximum working radius is 73 m. Vehicle length is 13.05 m and it has a transport weight of 48 tonnes where the 12 tonne axle load limit includes 6 tonnes of counterweight.

An asymmetrical outrigger base control is standard on the ATF 100G-4 and it has



The new ATF 100G-4 all terrain crane from Tadano

a flexible counterweight system to help meet axle load regulations. Power is from two Mercedes Benz Euro 4 / Tier 4 Final engines in the upper structure and carrier.

The updated 70 tonne capacity ATF 70G-4 all terrain crane now has a 52.1 m main boom and is powered by two Mercedes Benz Euromot 4 / Tier 4 Final engines. It has 1.5 tonnes of additional counterweight, bringing the total to 16.5 tonnes. The crane can be operated within the 12 tonne and 10 tonne axle load limits. It is also fitted with an asymmetrical outrigger base control. Maximum working radius is 46 m and the vehicle is 12.55 m long, 2.55 m wide and 3.74 m tall.

# Biggest crane available from Hiab

Hiab, part of Cargotec, has announced the availability of its largest crane to date, the Hiab X-HiPro 1058, a knuckle boom crane with a 90 tonne-metre rating.

Horizontal outreach is 34.5 metres with a jib, and up to 38 m vertically, the manufacturer said. A new load stability system (LSS) is fitted for faster, smoother and more precise operation.

Xavier Picart, TVI Tècnica de Vehicles Industrials Girona director, said, "Installation of the new Hiab X-HiPro 1058 is faster, cleaner and cheaper.

In fact, I estimate that we save around 180 hours of labour on a standard crane, which is 40 % of the total cost.

"The main time-saving features are associated with the new bolted base, as this



can be fixed to the sub frame, thereby avoiding lateral plates. It is no longer necessary to remove parts from the truck in order to install the sub frame. Additionally, we can paint the complete sub frame

before installing the crane. For customers this means a major reduction in delivery waiting times.

The X-HiPro 1058 was first shown at the 2014 IAA commercial vehicle exhibition.

## ESTA AWARDS ENTRIES A RECORD

The final deadline for the 2015 ESTA Users' Night and Awards has passed with the association receiving the highest-ever number of entries. More than 70 entries were received. At the time of writing at the end of January the entries were being considered by the jury prior to the shortlisted finalists being announced in early March. The eventual winners are revealed at the awards dinner which this year takes place on Thursday 23 April in Paris, France, during the Intermat construction equipment exhibition.

"We are absolutely delighted with both the quantity and quality of this year's entries, although it does mean the work for the jurors is going to be even harder than usual," said Wim Richie, ESTA transport section vice-president and ESTA Awards jury co-ordinator.

"The response we have had shows both the high quality and innovative work being carried out by ESTA's members - often in very difficult circumstances - while at the same time ensuring that safety is the top priority." For further information, or to make sure of your place at the European industry's most popular event, go to: [www.khl.com/events](http://www.khl.com/events) or [www.esta-eu.org](http://www.esta-eu.org)



HIGHLIGHTS

■ Maeda USA has partnered with SLS Financial Services to offer financing for Maeda products. The deal includes a number of packages, the manufacturer said. Information on individual financing plans and online applications are on the Maeda USA website.

■ Italian crane manufacturer Ormet has launched a new line of Jekko mini cranes. The product range extends from 1.45 to 7.5 tonnes capacity. The Jekko SPX 424 CDH has an hydraulically adjustable fly jib with both negative and positive adjustment. Capacity is 2.3 tonnes and its maximum lifting height is 13.5 metres. It can be transported on a flatbed trailer with a payload of 3.5 tonnes and a corresponding towing vehicle. Support will be from existing sales and service networks in Germany, including Nordkran, a subsidiary of Arbeitsbühnen Buchtmann, KDF Glaslogistik, BSI and Baumaschinenservice International.

■ Aertssen Machinery Services (AMS), a branch of Belgian company Aertssen Kranen based in the Middle East, has a new Tadano GR-1450EX rough terrain crane. AMS will offer the 145 tonne capacity RT for rent with an operator. It will be used in construction yards, oil and gas, land reclamation and large scale infrastructure sites.

# Manitowoc to split crane and food service divisions

The Manitowoc Company has revealed plans to separate its crane manufacturing and food service businesses and form two separate publically-traded companies.

The Manitowoc board of directors has approved the move and “anticipates effecting the separation through a tax-free spin-off of the Foodservice business and expects the spin-off to be completed in the first quarter of 2016, creating two separate, industry-leading companies with distinct enterprise strategies.”

Commenting on the move, Glen Tellock, Manitowoc Company chairman and CEO, said, “Manitowoc’s management team and our Board of Directors regularly evaluate and explore opportunities to optimise the Company’s performance and create value for shareholders.

“Manitowoc has taken and continues to take actions to enhance returns, including margin expansion initiatives, re-investment in our businesses, and utilisation of our free cash flow to de-lever our balance sheet. We believe the separation of Cranes and Foodservice will position these businesses to take advantage of anticipated long-term improvement in demand and

other opportunities in their respective markets.”

In late 2014 USA-based investor Carl Icahn reported that he had a 7.7 % stake in Manitowoc and he began pushing for the company to split. Earlier in the year USA-based activist investor, Ralph Whitworth and his Relational Investors group, also urged the company to separate its businesses.

Manitowoc Cranes reported 2014 revenue of US\$ 2.3 billion and Foodservice was \$1.6 billion. For the full year 2014 crane sales revenue at Manitowoc Cranes was down 8 % and operating earnings declined from \$218.8 million in

2013 to \$163.9 million. In the fourth quarter 2014 net sales were also down, from \$704.8 million a year earlier, to \$663.2 million. Manitowoc attributed the decline to a “negative impact of foreign currency exchange rates between the Euro and US dollar, higher price discounting, and volume decreases that were most pronounced in the rough terrain and boom truck product categories.”

In outlook, for the full year 2015, Manitowoc forecasts a mid-single-digit percentage decline in crane revenue and a crane division operating margin in the high single-digit percentage range.

Kobelco Cranes has opened a parts centre in Singapore. In addition to Asia-Pacific (APAC), the Kobelco Global Parts Centre will help with operations in the Middle East, Africa and Europe. Toshiyuki Hiromitsu, Kobelco Cranes operating officer and head of customer support division, said, “To optimise the supply of service parts and achieve extensively rapid delivery times to our customers, we have begun operations of Kobelco Global Parts Centre in Singapore where we can supply the parts within 36 hours after confirmed order and, as a result, we are hoping to increase our parts sales of JPY 1.3 billion [US\$ 11 million] in 2014 to JPY 2 billion [\$16 million] in five years. “Kobelco is increasing its parts stock in Kobelco Global Parts Centre to JPY 400 million (\$3 million) in 2015 and is planning to expand to JPY 1 billion (\$8 million) by 2020.

From left to right: Shinsuke Izumi, Kobelco Cranes director and operating officer; Minoru Ota, Kobe Steel Asia director; Akihiko Tsukamoto, Kobelco Cranes president and CEO; Yasunori Takahashi, Nippon Express officer; Masaki Seki, Singapore Corporate Banking Division, Mizuho Bank, general manager; Toshiyuki Hiromitsu, Kobelco Cranes operating officer.

## MANITEX COMPLETES ON PM GROUP

Manitex International has completed the acquisition of Italy-based PM Group for US\$91 million. PM manufactures knuckle boom cranes and aerial work platforms under the Oil & Steel brand. The price reflects exchange rate changes from the previously announced \$107 million purchase agreement, and consists of \$21 million in cash, assumed debt of \$60 million, and one million shares in Manitex.

David Langevin, Manitex International chairman and CEO, said, “Knuckle booms cranes have been gradually gaining traction in the North American markets in the past few years and we believe that this is a very exciting opportunity for Manitex and our shareholders. We have already begun the planning process for additional knuckle boom production here in North America, and expect to introduce this exciting new product line throughout our North American dealerships this year.”





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# LIEBHERR

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# Grove tele crawlers from Sennebogen for the Americas

Crane manufacturers Manitowoc and Sennebogen have agreed a supply and distribution deal for telescopic crawler cranes. Manitowoc will offer for sale in the Americas a series of telescopic crawler cranes built by Sennebogen in Bavaria, Germany.

Three Grove-branded models will be available: the 55 US ton (50 tonne) capacity GHC55 with 30.4 metre boom, 77 ton (70 tonne) GHC75 with 36 m boom, and the 132 ton (120 tonne) GHC130 with 40.2 m boom. The equivalent products from Sennebogen will not be offered in the Americas.

Mike Herbert, global product director for rough terrain cranes at Manitowoc,

The Grove GHC75 has a 77 ton (70 tonne) capacity and 36 m main boom



said, "The GHC series is for customers that need a compact, manoeuvrable crane that can face the rigors of merciless terrain. With minimal transport requirements, 100 per cent pick and carry

ability and a telescoping boom, these cranes will prove very nimble in both getting to and navigating job sites."

Manitowoc will offer maintenance, service, spare parts and financing.

## HIGHLIGHT

■ Manufacturer of synthetic fibre products, DSM Dyneema, has formed a partnership with Load Solutions, a manufacturer of link chains based in Bergen, Norway, to develop synthetic link load chains.

The Tycan branded chains will be made from DSM's ultrahigh molecular weight polyethylene (UHMwPE) fibre, branded as Dyneema. Tycan is produced by Industrias Murtra in Spain. The products have passed the first and second levels of certification by DNV GL, the international classification society, the manufacturer said. Full and final certification is expected in early 2015.

Dietrich Wienke, DSM Dyneema new business development manager, said, "Our fibre is the only fibre in the world capable of giving the Tycan chains what they need: superior strength at lowest weight, unbeatable bending fatigue and abrasion resistance, plus excellent outdoor performance and endurance even in harsh conditions."

## Bosphorus Bridge lifts for GSP Neptun crane barge

Hyundai Engineering & Steel Industries used the GSP Neptun, the largest heavy lift barge crane in the Black Sea, to help with the construction of the third Bosphorus Bridge over the Bosphorus Strait at Istanbul in Turkey.

At 59 metres the Yavuz Sultan Selim Bridge will be the widest in the world, said lifting

contractor GSP Offshore. It will have eight road lanes and two rail tracks. The bridge's towers will reach 322 m high.

GSP Neptun started work unloading the first floor slab on 25 December 2013. The first of the steel slabs was placed on 26 December 2014. A second 450 tonne floor slab was placed on 9 January 2015.



Heavy lift barge crane GSP Neptun in the Black Sea

## KHL.COM

■ Jan Kleijn, Mammoet CEO, will give the keynote address at the World Crane and Transport Summit (WCTS) in Amsterdam, Netherlands, on 4 and 5 November 2015. Kleijn is one of several speakers already confirmed, including Alexandre-Jacques Vernazza, Mediaco president, Ton Kljin, Wagenborg Nedlift managing director, and Mathias Rehe at Dacotrans/Daco Heavy Lift in Guatemala.

The programme and booking details for the WCTS are at: [www.khl.com/wcts](http://www.khl.com/wcts) on the conference home page.

This year's event will include a special focus on wind turbine operations and the recruitment of young and other new people to the industry, with round-table sessions on both topics.

Norbert van Schaik at Siemens Wind Power will give a presentation on the implications of wind turbine design trends for transport and lifting of components and he will also sit on a panel discussion on the subject. On recruitment there will be a round-table of young people in the industry who will describe their experiences and discuss how to best recruit young talent. Already confirmed is Marcus Chee, a crane specialist with Bok Seng Logistics in Singapore.

Other topics at the conference include new guidelines on the operation of self propelled modular transporter and proposals for a crane operator licence scheme for Europe. Crane accident analysis, meanwhile, will be a topic covered by Judy Goh, senior consultant at Matcor Technology & Services, a Singapore-based company specialising in forensic investigation of accidents.

Sponsors so far are: Silver: Liebherr, Terex, Tii (Scheuerle/Nicolas/Kamag). Supporting sponsors: Goldhofer, Modulift, TSL (Tech Safety Lines) and WireCo WorldGroup.



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# SENNEBOGEN





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**Manitowoc**



Share prices took something of a tumble in the first few weeks of the year, with markets having to adjust to the news of a huge quantitative easing programme in the Euro Zone. CHRIS SLEIGHT reports

# European QE

Decisions are rarely made quickly at the super-national European institutions. Even by these standards, however, the European Central Bank's (ECB) delay of more than six years since the start of the global crisis before announcing a quantitative easing (QE) programme must surely set a new record for glacial-paced dawdling.

Better late than never, some might say, even though the ECB will only just be starting QE as many other central banks are winding down their money printing activities. None the less, it is an ambitious programme. The central bank for the 19-nation

Euro Zone says it will spend as much as € 1.1 trillion (US\$ 1.25 trillion) of electronically created money over the next two years to buy up bonds and other assets in a bid to stimulate the economy.

This policy move has had a range of effects in the financial community. Stock markets initially shot up on the news, but many have since fallen back as other factors have come into play. In the USA, the Dow has fallen 2.33 % over the course of January, as year-end financial results provided mixed news and the prospect of a stronger Dollar deflated sentiment.

The effect on exchange rates is perhaps the most significant impact to date of

the ECB's QE announcement. 'Printing money' in this way is inflationary and would, therefore, tend to depress the Euro's value in relation to other currencies. This has clearly been the case already, with the Dollar gaining 5.5 % in value against the Euro between weeks one and five.

For companies this means products made in the Euro-zone and exported outside the bloc are now cheaper and, or, more profitable. Conversely, products imported into the Euro Zone from stronger currency regions will be more expensive and, or, less profitable for their makers.

## Tough conditions

This is one of the factors that pushed the Dow down during January – exporting to the Euro Zone is going to get tougher. Even US companies that manufacture and sell locally in the Euro Zone will face an issue, because their reported profits in Dollars will be lower, even if their Euro costs have not seen much change.

It was these and other factors such as the weakening economic outlook in Japan which pulled the *IC Share Index* down in January. Over the five-week period it lost 133.22 % of its value, with most companies seeing double digit falls in their share prices. The only gainers of note were the two Euro Zone-based companies, Konecranes and Palfinger, for whom Euro Zone QE and the falling Euro is good news.

## FEBRUARY IC SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	PRICE CHANGE	% CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
<b>IC Share Index*</b>		<b>78.42</b>	<b>68.05</b>	<b>-10.37</b>	<b>-13.22</b>	<b>64.48</b>	<b>5.54</b>
Legacy IC Share Index**		352.82	329.89	-22.93	-6.50	393.20	-16.10
Dow Jones Industrial Average		17833	17417	-416	-2.33	15849	9.90
FTSE 100		6565	6808	244	3.71	6523	4.37
Nikkei 225		17409	17674	266	1.53	14915	18.50
Hitachi Construction Machinery	YEN	2565	2202	-363	-14.15	1997	10.27
Konecranes	€	24.04	26.90	2.86	11.90	26.12	2.99
Kobe Steel	YEN	210	208	-2	-0.95	172	20.93
Liugong	CNY	12.80	10.29	-2.51	-19.61	6.01	71.21
Manitowoc	US\$	21.88	19.24	-2.64	-12.07	24.76	-22.29
Palfinger	€	20.59	22.78	2.20	10.66	32.30	-29.47
Sany Heavy Industry	CNY	10.03	8.14	-1.89	-18.84	5.94	37.04
Tadano	YEN	1495	1431	-64	-4.28	1459	-1.92
Terex	US\$	28.45	23.04	-5.41	-19.02	39.81	-42.13
XCMG	CNY	14.91	11.87	-3.04	-20.39	6.88	72.53
Yongmao Holding	SGD	0.12	0.14	0.02	17.39	0.19	-28.57
Zoomlion	CNY	7.13	6.12	-1.01	-14.17	5.05	21.19

\*IC Share Index, 1 Jan 2011 = 100

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

## EXCHANGE RATES – VALUE OF US\$

CURRENCY	VALUE AT START	VALUE AT END	VALUE CHANGE	% CHANGE	VALUE 12 MTHS AGO	12 MTH % CHANGE
CNY	6.220	6.248	0.0280	0.45	6.06	3.09
€	0.8356	0.8815	0.0459	5.50	0.7376	19.51
Yen	120.36	117.77	-2.59	-2.15	102.51	14.89
UK£	0.6529	0.6630	0.0101	1.55	0.6119	8.36

Period: Week 1 - 5

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# Return to Paris



April 2015 sees the global construction equipment industry migrate to France for the Intermat exhibition. *IC* previews the show ahead of our main show guide in the March issue



## INTERMAT AT A GLANCE

**WHAT:** Intermat construction equipment exhibition

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

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

Three years have flown by since the 2012 Intermat and this year's event, the largest construction equipment exhibition in 2015, is approaching fast. From 20 to 25 April at the Paris-Nord Villepinte site in France, this 10th edition of the show will occupy 375,000 square metres, accommodating 1,350 exhibitors and around 200,000 visitors.

The event is organised by SE Intermat, which brings together trade associations CISMA (Association of Equipment Manufacturers for Construction,



Infrastructure, Steel and Handling Equipment Industries) and SEIMAT (Association of International Civil Engineering, Mining, Construction and Hoisting Equipment Industries) as well as event organiser Comexposium.

The organiser reported that 238 new brands have registered for the show. Other big names at the exhibition include Kobelco, Liebherr, Terex and Zoomlion.

For the 2015 Intermat, a new exhibition layout has been introduced – as well as using the new Hall 7, the show will also take up the outside demonstration areas together with halls 5A, 5B and 6;







## THE ESTA DINNER AND AWARDS AT INTERMAT

On 23 April, during the Intermat exhibition in Paris, France, will be the ESTA Awards of Excellence evening, organised by KHL Group on behalf of the European Association of Abnormal Road Transport and Mobile Cranes. It brings together the leading crane and heavy transport industry professionals in Europe.



The annual ESTA Awards of Excellence has developed into the most prestigious European event for all ESTA members, affiliated companies, end users and manufacturers working in heavy haulage, transport and the lifting industry. Cranes covered include wheeled mobiles, crawlers, knuckle boom loader cranes, other truck cranes and truck mounted access platforms.

The annual ESTA Users Night Awards evening in 2015 will be at the Hilton Charles De Gaulle. As in previous years, the jury's results for the ESTA Awards will be announced and the awards presented to the winners in the various categories. ESTA may also present the Gino Koster Award as a lifetime achievement award to a person who has dedicated significant time and effort to the industry and achieved remarkable results that have helped the industry to grow and develop.

There will be opportunities to meet and network with fellow professionals throughout the evening and after the dinner. The evening includes a hosted drinks reception.

instead of halls 3 and 4. Visitors from the crane industry will have plenty to see, including a new tower crane elevator from Liebherr. The 200 kg capacity LiUP is mounted inside the tower crane mast or, for smaller cranes, on the outside. It allows the operator to ascend and descend tower cranes with current and older mast systems instead of having to climb ladders to reach the operating cabin. Also on show from Liebherr will be the 172 EC-B 8 Litronic flat-top crane.

Crane manufacturer Sennebogen will have several products on show, including the 6113 telescopic crawler crane, the new 640 HD duty cycle crawler crane



## INTERMAT AWARD HONOURS

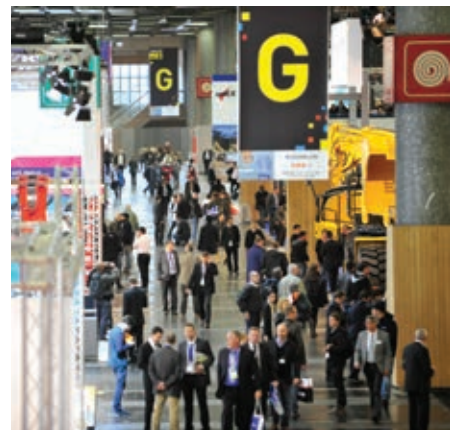
The achievements of a wide range of construction companies have been recognised at the Intermat Innovation Awards in Paris. Judged by an international panel of 11 industry experts, the event showcased developments in the equipment, earthmoving, demolition and civil engineering sectors.

The equipment and component gold award went to Liebherr for the safety features of its new crane operator elevator. Merlo claimed the gold accolade for engineering and systems with its transversal stability system, which has been designed to help prevent equipment from overturning. Claiming the final gold award in the digital applications category, Atlog was praised for its Land2map 3-D design software aimed at improving topographical surveys for construction jobsites.

and the Sennebogen green line material handling machines.

Kranlyft will display a range of Maeda Mini Cranes, including the new MK1033CW-1 and the updated MC285C-2 mini crawler crane.

This is just a first glimpse at some of the equipment that will be on show at Intermat 2015. Look out for the full show guide in the March issue of IC.





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The latest truck cranes are offering higher lifting capacities, leaving the lower end of the lifting scale for the truck mounted variant.

LAURA HATTON reports

A Link-Belt HTC-8675 Series II 70 tonne hydraulic truck crane lifting a 27 tonne long-stroke pumping system for sucker-rod pumps in the Bakken Formation near Williston, North Dakota, USA



# A growing trend

The primary benefits of a truck crane are that it is a good balance between easy transport and lifting performance. It has good reach and capacity and can be driven at highway speeds. It has a purpose-built carrier chassis with heavy duty truck type suspension, which provides it with a number of advantages compared to a truck mounted crane or boom truck (both cranes mounted on commercial truck chassis). Rick Curnutte, Link-Belt product manager for telescopic truck and all terrain cranes explains, “With a truck crane we can integrate the lifting performance into the

transportation performance of the crane. When Link-Belt designs a truck crane, we build it from the ground up. We are able to move axles or change the frame design in order to get the best transport and lift performance.”

As a result of this flexibility in design, more focus is being put on designing truck cranes at the higher end of the capacity scale, meaning lower capacity truck cranes are being replaced by truck mounted models. “There is a shift in demand for larger capacity truck cranes, with truck mounted cranes taking over the lower range,” Rüdiger Zollondz, Terex Cranes

product marketing director, explains.

The main drive behind this change is customer demand. As a spokesperson from Manitowoc points out, customers increasingly want to have the largest possible crane that is road ready and without the need for special permits. “Companies desire larger truck cranes that still have the flexibility of the boom truck, with the comforts and serviceability that commercially-sourced trucks provide.”

Complications do, however, arise, when it comes to weight and dimensions, especially when the varying worldwide road regulations between countries and states are taken into account. As a result, truck cranes can sometimes need special road permits before they are permitted for some highway travel. The way of getting around this is to build a crane on a commercial chassis; however, many truck mounted cranes at the higher end of the capacity scale can lose the flexibility and ease of transport that makes them so desirable in the first place.

Other regulations that complicate designs include axle loads, gross vehicle >

The 90 tonne capacity Manitowoc Grove TMS9000E has an 11.2 to 43.4 m five-section full power boom



## TRUCK CRANES

Terex offers four truck crane models for the US and Canadian markets built at its Waverly, Iowa facility, including this T 780



weight, dimensions (especially overall width and height), noise regulation and exhaust gas emission laws. To meet all these demands, crane manufacturers have to come up with a number of solutions and, in some cases, offer different market versions. In some cases this has meant offering models both on a purpose-built chassis and a commercial chassis.

Tadano offers its HK series of truck mounted cranes for the European market, the GT series for the Chinese market and the GT-600EX for the Australian market. It has a capacity of 60 tonnes at 3 m radius, a maximum boom length of 43 m and it can be configured with an 8.8 m jib. Gross vehicle weight is 41.5 tonnes and it is on a purpose-built chassis.

For customers who have to follow a country's strict load regulations or emission

laws, however, (for example Singapore) and require right-hand steering truck cranes, Tadano introduced the GS-600EX truck mounted crane. The new version has a 60 tonne capacity, a 42 m five-section hexagonal box boom and is fitted on a 4-axle Scania carrier with right-hand steering, allowing it to meet strict emission control regulations for use on public roads.

"Engine regulations are one of the biggest factors affecting manufacturers right now," Rüdiger Zollondz says. "New emission laws required sustaining engineering resources to evaluate and design frames. The United States, for example, is one of the largest markets for truck cranes (behind China) but also a very difficult country for road regulations. Regulations vary by state. Weights, dimensions and axle spacing need to be taken into account when designing for roadability."

To try and meet all the demands, Terex offers four truck crane models for the US and Canadian markets from its Waverly, Iowa facility, including the T 340, T 340 XL, T 560 and T 780. All are available with EPA-compliant engines for the USA and Canada and Tier 3 to meet regulations for the rest of world. The T 340-1 and T 340-1XL have road speeds of up to 96 km/h, a 40 US ton (36 tonne) capacity, a boom length of 29 m on the T 340-1 and 32 m on the T 340-1XL. Maximum tip height on the T 340-1 is 30.2 m, while the T 340-1XL is 33.5 m.

### Latest models

The latest truck crane from Manitowoc is the Grove TMS9000E. The 90 tonne capacity model has an 11.2 to 43.4 m five-section full power boom with patented twin-lock boom pinning system. In addition, it also has a 10 to 17 m bi-fold lattice swing away extension and optional lattice insert extensions, giving a maximum tip height of 72.2 m. On board it can carry up to 21.3 tonnes of counterweight and power is from a Cummins ISM 450 hp, 6-cylinder turbo-charged engine. It also has



the CraneStar asset management system to remotely monitor crane data. Two-stage inverted jack outriggers are used and it can reach a speed of 105 km/h.

From Zoomlion is the new 110 tonne capacity QY110 truck crane. Mounted on a five axle carrier, it has a 72 m, seven section boom. Its weight is given by the manufacturer as 54.7 tonnes.

A telescopic luffing jib is another feature and it has three-axle drive and three-axle steering. It is designed to be easy to operate, the manufacturer says. The main boom is 58.5 m and maximum lifting height is 85 m when configured with the full jib. Maximum speed is 78 km/h and the QY110 has a minimum turning radius of 11.5 m.

From Sany is the STC2200, a 200 tonne capacity truck crane on a five axle carrier with a 68 m telescopic boom. A 36 m luffing jib is an option. The model was on display at Bauma China (see *IC* January 2015, page 14).

### Regional designs

For the North American market, Link-Belt offers the HTC-8660, HTC-8675 and HTC-86100, all fitted with on-highway 2013 emission regulation-compliant engines for single engine cranes.

"The HTC-3140 comes with both an on-highway 2013 emission-compliant carrier and a Tier IV final upper unit," Rick Curnutte explains. For other regions of the world, Link-Belt offers a Tier 3/ Stage IIIA Cummins engine option. The Link-Belt models are fitted with a telematics system, which gives the fleet manager access to real-time data to forecast better the crane's maintenance and service intervals and needs.



The Tadano GS-600EX on a commercial chassis for the Singapore market





## TRUCK CRANES

The Sany STC2200 is a 200 tonne capacity truck crane on a five axle carrier

viewing cameras in the carrier cab, which display automatically when either action indicator is activated. In the upper, the new camera on the winches and swing camera both activate when you those functions are used. With the new cameras, you've got a live view of the action being conducted from within the cab."

Truck crane design is heading in the direction of models that will meet Tier IV Final exhaust emission regulations but, with the announcement of upcoming Tier V / Stage Five emission regulations, the ease of transport that the truck crane is associated with could be affected. Manufacturers are, however, preparing to meet these impending regulations.

Manitowoc, for example, says it is already finishing the Tier IV final enhancements of the larger truck crane line from the Grove brand, and that it has resources in place to continue developing new products in the coming years. ■



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The models include radios for the operator and driver cabs, LED lighting on cab lights plus halogen headlights. "In the last year, we have also updated the upper work platforms with guardrails," Curnutte adds. "We have added backup and right side



Zoomlion's new 110 tonne capacity QY110 truck crane on a five axle carrier



The Terex T 340-1 offers a road speed up to 60 mph, a 40 US ton (36 tonnes) capacity and a 29 m boom



# High pressure job

**Felbermayr's heavy load port in Linz, Austria, proved to be the perfect solution for the transportation of oversized reactor tanks. IC reports**

**S**pecialized transportation and heavy lift service provider Felbermayr, headquartered in Austria, helped with the transportation of oversized reactor tanks from the Felbermayr heavy load port in Linz, Austria to the Belgian port of Antwerp.

The reactor tanks were designed and made by Schoeller-Bleckmann Nitec

The larger of the two tanks being transported using a 4th generation 16-axle Scheuerle self propelled modular transporter

(SBN), a manufacturer of high-pressure heat exchangers and reactors. The unit was designed for a plant manufacturing nitrogenous fertiliser in Texas, USA.

The transport of the reactor tanks was carried out in two stages; the first was the transport of the units by ship to Felbermayr's heavy load port in Linz, Austria. The high-pressure equipment was pre-manufactured in parts in Ternitz in Linz' heavy load port to make it possible to ship the end products to the seaports, a company spokesperson said.

Felbermayr's heavy load port in Linz has approximately 220,000 square metres of open space and 5,000 square metres of assembly and storage halls, making it an ideal solution for loading and moving around heavy weight items.





Jürgen Steinbrecher, Felbermayr transport and hoisting technology, said, "Here, our customers find the ideal conditions for the manufacturing of such tanks."

Johann Mitter, SBN production manager, added, "What matters for us is proximity to navigable water with loading facilities."

On arrival at the port, the reactor units were unloaded from the ship by an overhead crane in the manufacturing hall and transported to the nearby inner harbour. The first unit weighed 380 tonnes and the second unit weighed 150 tonnes. The first unit measured 27.5 m long and had a width of 3.93 m.

### Tandem lifting

For the offloading task, the overhead crane was used to lift the larger of the two tanks onto a 4th generation 16-axle Scheuerle self-propelled modular transporter (SPMT). The SPMT has electronic multi-mode steering and offers an axle load capacity of 48 tonnes

The smaller of the two units was transported on an 8-axle SPMT



when using foamed tyres (polyfill) or superelastic (solid) tyres. Once loaded onto the 16-axle SPMT, the larger section was transported to the port's inner harbour nearby.

On arrival at the inner harbour, two gantry cranes with 400 and 200 tonnes of lifting capacity were used in tandem to lift the 380 tonne tank onto a vessel, ready for the next stage of the journey.

The smaller of the two units was transported from the manufacturing hall to the inner harbour on an 8-axle SPMT. It too was loaded onto an inland water vessel. Two additional components of roughly 130 and 240 tonnes were also loaded onto the vessel.

Once loaded and secure, the reactor tanks, complete with the additional components, were shipped to Antwerp. "Thanks to optimal planning, the ship could sail on the very same day," a spokesperson added.

The journey to the Belgian port of Antwerp took nine days to complete and



The first unit weighed 380 tonnes and the second weighed in at 150 tonnes

was carried out by Felbermayr's subsidiary company Haeger und Schmidt based in Duisburg.

The final destination of the two reactor tanks was a factory in Texas. There, the high-tech steel giants will be installed for use in a plant manufacturing nitrogenous fertiliser.



Two gantry cranes with 400 and 200 tonnes of lifting capacity lift the 380 tonne tank onto the vessel ready for the next stage of the journey



# Mega modules for Ichthys project

Liquid natural gas (LNG) production modules weighing thousands of tonnes have been transported from Qingdao in China to Australia.

Offshore Oil Engineering built the LNG modules for the Ichthys oil and gas project off the coast of Darwin in Australia. INPEX operates the facility. The eight modules were transported from the COOEC Qingdao yard onto the *Finesse* ocean barge, using 300 axle lines of Scheuerle self propelled modular

transporter (SPMT). The SPMT was operated by Zheijang Lida, COSCO and Sinotrans and overseen by heavy lift and specialized transport specialist Mammoet.

The first module weighed 5,200 tonnes and measured 90 x 48 x 33.5 metres.

Ralf Grützmacher, TII Group area sales manager, said, "Our customers appreciate not only the unmatched reliability of our SPMT but also having the possibility to rent vehicles at anytime and anywhere in the world when required."



## CABA TRANSPORT IN TURKEY

Several railway vehicles were moved by CABA Transport in Turkey using Scheuerle Nicolas Superflex trailers.

The project involved air, land, and sea transportation. The first of the vehicles was transported from China to Samsun in Turkey on the Antonov AN-225 heavy lift cargo aircraft. The remainder were transported by ship.

One of the vehicles was a 35 tonne tram. This was moved from the tram depot on an eight-axle Scheuerle Nicolas Superflex trailer. The Superflex has a telescoped length of 7 metres and is capable of transporting articulated vehicles, which can be securely loaded and transported onto the trailer with the help of load distributors.

"The length of the telescopic loading area is easily and simply adapted to match the dimensions of the cargo," a spokesperson said.

"If the freely moveable two-axle module is not required, it can be removed without auxiliary means. This is unique in the industry and saves on the use of a crane or forklift."

## Trailer control by Knorr-Bremse

Knorr-Bremse, a manufacturer of braking systems for commercial and rail vehicles, has developed a remote control app that allows the driver to control trailer functions.

The intelligent Trailer Access Point (iTAP) can be used for controlling Goldhofer semitrailers with independent suspension like the new MPA generation, the manufacturer said. It allows drivers with heavy loads, for example, to use their smart phones to adjust ride height.

Volker Schmidt, Goldhofer chief design engineer, explains, "The driver no longer has to leave the cab to make certain changes to the trailer. In the past, for example, the driver had to get out [of the cab] to adjust the axles on the trailer."

The system was a joint development project between Knorr-Bremse and Goldhofer. It is installed directly on the trailer as an extension to the EBS module. In addition it has its own WLAN, independent trailer functions (which can be controlled independently of the

## WEST COAST STYLE TRAILER



Trailer manufacturer Rogers has produced an 80 US ton (73 tonne) capacity modular trailer for a specialized hauling company in Houston, Texas, USA.

The 13-axle unit includes a 3+3+3 trailer and a 4-axle tractor. It is fitted with "west coast style" suspension to distribute weight to the back six axles using a rocker shaft in the rear of the trailer, the manufacturer said.

"The air ride suspensions of the first three axles are attached to a sub-frame that 'rocks' inside the rear frame; and it balances, like a teeter-totter [see-saw], with the back three axles of the stinger or bogie," a company spokesperson said. The suspension system also has an air-height adjustment system.

The trailer has a mechanical detachable gooseneck with a 5 metre swing clearance and uses a "pin and paddle" method of connection. It has a 9.1 m long and 3 m wide platform deck and is fitted with LED lights and electronic back-up alarms.

tractor) and four pre-programmed and two freely programmable axle heights the manufacturer said. Access to the system is password-protected. The iTAP module also provides information on tyre pressures and monitors temperatures. In addition, if a tyre is damaged, the system automatically generates an alarm.

Stefan Fuchs, Goldhofer CEO, said, "I am delighted that we have been involved in the development work as the chosen partner of Knorr-Bremse and that we can once again offer our customers meaningful added value."



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The five-axle Explorer 5600 all terrain lifting the footbridge

Overcoming issues with ground pressure and a small working area made the debut for Blüggel's new Terex Explorer 5600 all terrain a challenge. *IC* reports

# Riverside lift for Blüggel

Crane service provider Blüggel, based in Eslohe, Germany, used its new Terex Explorer 5600 all terrain crane for the first time, to move a pedestrian footbridge.

The 160 tonne capacity Explorer 5600 on a five axle carrier has all-wheel steering. Blüggel used it to help relocate a footbridge that crosses the River Ruhr in Olsberg, for German construction company Eickmann.

It was necessary to move the pedestrian footbridge to a new position 60 metres upstream to ensure that it was flood-proof. Because the project was the first time that

Blüggel's Explorer 5600 had been used, Terex Cranes sent a service technician to the work site to help assist the team.

Friedrich Blüggel, owner of Blüggel, said, "Jens Röttger, the technician sent by Terex, has become an old acquaintance of ours. We've worked with him on a regular basis for quite a while, and have nothing but good things to say about him. Before this first project with our Explorer 5600 crane, he taught us everything there was to know about the machine for three days



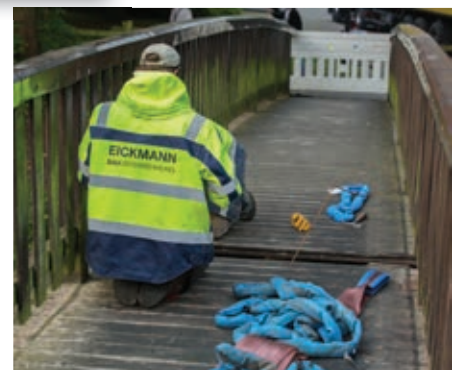
Additional steel plates were placed at the site ready for the crane's outriggers

Wooden cribbing neatly boxed on the rear



Plastic plates needed to be positioned on the walkway alongside the river bank to allow the crane to travel to the work site

A worker from German construction company Eickmann prepares the bridge





## SITE REPORT

The crane was configured with a main boom of 33.4 metres and 46 tonnes of counterweight

and then, on site in Olsberg, provided us with invaluable advice regarding the crane's configuration."

### Ground issues

To make the lift as fast and cost-effective as possible, the Explorer 5600 was driven to the site fully equipped, meaning that rigging and de-rigging times were reduced. Due to the ground bearing pressure alongside the river plastic load spreading plates were positioned alongside the river's walkway forming a track to



The five-axle Explorer 5600 telescopic all terrain



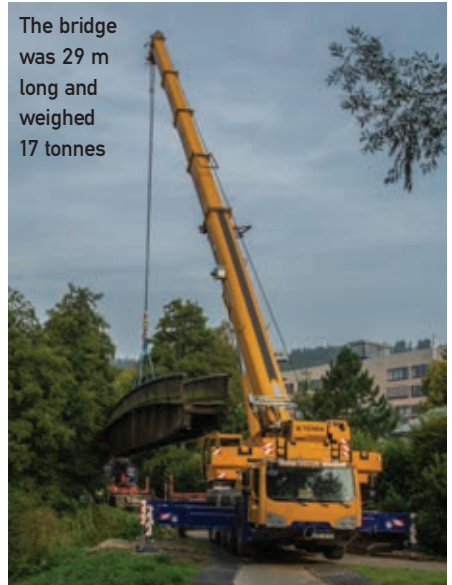
The bridge was lifted at a radius of 20 metres

allow the crane to travel to the work site.

"We used the plates to protect the path from damage, as it was not designed to bear that kind of load," Blüggel, explained. Once on site, additional steel plates were also placed underneath the crane's outriggers, as the ground along the Ruhr's banks would not be able to bear the load by itself. Further challenges for the team included working in a relatively small working area, as the crane was positioned next to a fence. The crane has a turning radius of 4.43 m.

Blüggel said, "One of the main reasons why I decided on the Explorer 5600 was the fact that it could work in tight spaces, >

The bridge was 29 m long and weighed 17 tonnes





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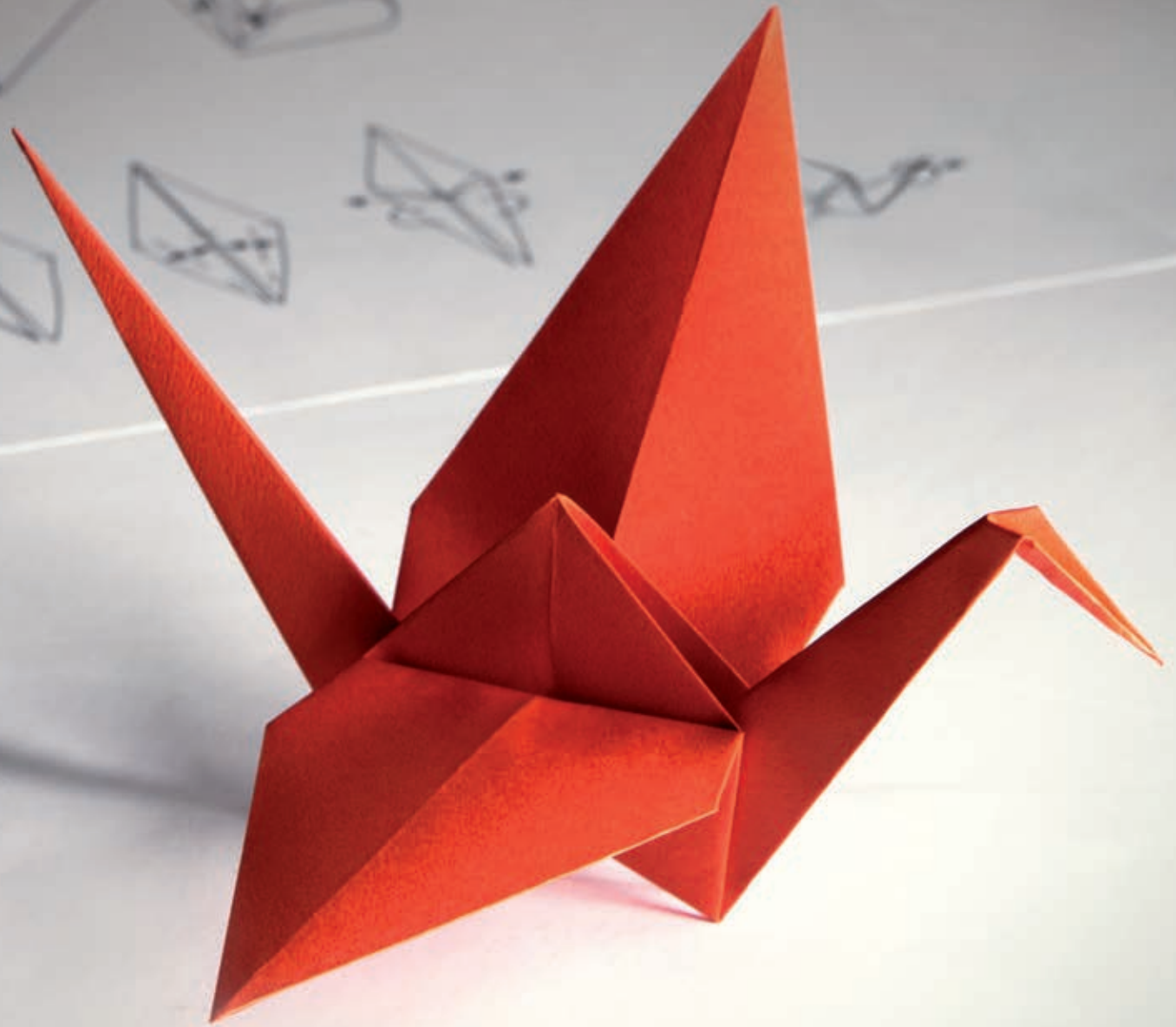
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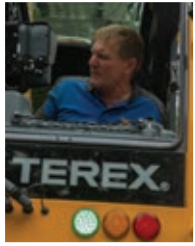


## SITE REPORT

as was the case with this project on the Ruhr. It has a width of only 2.75 metres, which makes it as compact as the AC 120 we already had, but it also delivers much greater performance – it's an enormous leap forward in terms of technology.”

With the ground preparations completed, the crane was configured with a main boom of 33.4 m and 46 tonnes of counterweight. The bridge was 29 m long and weighed 17 tonnes. It was lifted at a radius of 20 m and loaded onto a heavy haulage vehicle, before being moved to its

Friedrich Blüggel,  
Blüggel owner



At its new location the bridge was lifted once more and set into place



Moving the bridge 60 metres along the river bank

new location further along the river. The 5600 then lifted the bridge from the trailer onto concrete piles at the new location.

The five-axle Explorer 5600 has a 12.6 x 2.75 m carrier. It has a 68 m seven-section telescopic boom and its

The new position for the foot bridge will help ensure that it is flood-proof



maximum 46 tonnes of counterweight can be mounted automatically. Power is from one 405 kW Scania engine designed to meet Euromot Stage IV and US EPA Tier 4 Final emission standards. Also fitted is wireless remote control, the Terex IC-1 touch screen control system and a 2.55 m wide carrier cab.



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**Choosing the option of repair and refurbishment can be a cheaper alternative to buying a new crane or component. Cost, however, isn't always the deciding factor.**

**LAURA HATTON reports**

# Repair or replace?

In many situations, repairing a damaged crane is cheaper than replacing it. As Bert Avezaat from Netherlands-based crane repair company Avezaat Cranes, points out, when the gap between the value of the used crane and new crane is too much, customers will often prefer to go down the route of repair instead of replace.

This cheaper option shouldn't mean that the quality of their crane is

jeopardized, Avezaat stresses, "When a repair job is carried out according to the correct procedures and with use of good materials and, or, parts, the crane should be in the same or better condition than it was before the accident."

Sometimes cost isn't necessarily the main deciding factor on whether or not a company replaces a crane. As Chris Patterson, Manitowoc Crane Care director of EnCore technical operations, points out, many companies prefer the crane they already own and would rather choose to get it refurbished instead of replacing it. "They are familiar with its operation and

maintenance and like the features of older cranes for their specific line of work," Patterson explains. "Refurbishment allows them to keep the crane."

Of course, repairing a component can sometimes be the only option, especially if the model is no longer in production and a new part is not available. The decision whether to repair or replace, however, is also affected by economic situations. In the period from 2003 to 2008 for example, Avezaat refurbished less equipment but, after 2010, the number of cranes that came in for refurbishment increased. A change in refurbishment trends has also been noted by UK repair and refurbishment company Crowland Cranes. Ten years ago, the company was still refurbishing cranes of 25 years old or more.

"Today, however, we see refurbishments of cranes which are rarely older than 15 years; this is due to the fact that parts availability is limited and the machines



Before and after images of a Terex AC 80 all terrain crane following refurbishment work at the manufacturer's facility in Bierbach, Germany. Work on the hydraulic cylinders included polishing and re-chroming the rings and the tubes, replacing the rollers and seals





Liebherr says it only employs fully qualified staff to carry out crane repair work

need much more attention in general if they were to be refurbished after this age, so cost effectiveness of refurbishment against replacement is not so competitive,” Peter Issitt, Crowland Cranes managing director points out.

For refurbishment, there is a wide scope of tasks, as Issitt explains, “In general, requests from customers include engine exchanges, suspension, power-train, hydraulic cylinder repairs and, or, reconditioning, boom stripping for internal inspection, including rope and, or, chain changes, general refurbishment of panels, decking and operator cabs, etc.”

Common tasks for repair companies tend to be boom-related, with work varying from removing a dent to building new sections for lattice booms. Stefano Clarijs, Avezaat Cranes manager, says, “We have refurbished various offshore booms and cranes. Usually we transport the sections by road or water to one of our workshops. After shot blasting and inspection we repair or renew the parts where needed and after inspection and approval of a third notified body [such as GL, ABS, DNV or another notified body] we paint the sections. For the cranes we disassemble all required parts, in consultation with the client and inspection party, and parts are overhauled or renewed where needed. After assembling and testing, the cranes and related parts will be transported back to the customer.”

### Industry concerns

With more companies looking to repair and refurbish a crane as a cheaper alternative to buying a new crane or new component, the main concern expressed by the industry is the lack of an industry wide standard for repair work. Although many companies work to as many requirements and repair standards as possible, the work is not regulated. Peter

Issitt explains, “An industry standard for repairers would help ensure that levels of competence are maintained throughout the industry when repairing the machines. This should apply to all repairers, whether they are a manufacturer, dealer or private repair company.”

The concern is also felt by manufacturers, as expressed Klaus Meissner, Terex Cranes director product strategy, “[Some] repair shops are often not fully qualified to carry out the required quality work, in particular when it comes to load bearing components and structures.

“We inform our customers accordingly together with the repair offer to avoid third parties offering poor quality at low prices. Price should not be the only criterion when it comes to a decision on the place of repair, especially when it comes to safety

and readiness of the equipment. Crane owners and insurance companies should be informed about the potential risks related to crane repairs performed by third party companies or persons not accredited or recognised by the original equipment manufacturer (OEM).”

Many repair companies do, however, keep up to date with the latest training and available regulations. Crowland Cranes, for example, is the only Aviva and Allianz acknowledged repairer for mobile cranes in the UK. “We complete documentation for our repairs both in-house and independently certified, including testing in accordance with current Lifting Operations and Lifting Equipment Regulations [LOLER] regulations, rolling road for brake testing compliant with VOSA and a variety of NDT procedures for our structural repairs,” Issitt says. >

## TRAIN TRACK REPAIR FOR ALL TERRAIN

In 2011, a new Link-Belt HTC 8675 was being delivered from the factory in Kentucky to its new owner in Texas. On route, the lowboy trailer the crane was being hauled on became stuck on live railroad tracks. With nowhere to go, an oncoming train was not able to stop in time and struck the crane and trailer. The repair and restoration project was carried out by Certified Boom Repair. Highlights of the repair included complete teardown of the engine and transmission, complete rebuild of forward frame rails, both cabs, counterweight assembly and re-wire to factory specifications. In addition, Certified Boom Repair installed new suspension, tires and steering components on the crane and provided support with the logistics of the certification process. After the crane was repaired and restored, a third-party inspection, load test and recertification was conducted.





## REPAIR AND REFURBISHMENT

In addition, the company's engineers have completed factory training courses and most are qualified with City & Guilds or NVQ level 3 certificates.

Avezaat also provides training and education for its staff. "The training and education of our staff is a process which always continues due to the changing rules and regulations," Bert Avezaat says. "All our steel workers and welders are certified. For the people of quality control and management we also check every year which training courses they need to follow to stay up to date."

### Training standards

The same level of training applies with manufactures carrying out repairs, as Wolfgang Beringer, Liebherr-Werk Ehingen sales promotion, points out, "In principle, the same regulations apply as with the manufacturing of new cranes. For example, for welding work we have to prove that we employ qualified staff.

"Some years ago we traded in a larger number of older cranes (older than 10 years), which we reconditioned before selling. Presently we trade in mostly three to six year old cranes, for which we make an extensive inspection and we ensure the usability and operating ability.

"As a crane manufacturer we offer a wide range of services for used cranes, including, inspections of the superstructure and undercarriage, approval by TÜV (Technical Supervisory Authority) and UVV (Accident Prevention Regulations) in accordance with the regulations of a specific country, CE-certification (depending on the age of the crane), overhaul or replacement of



Repair work being carried out in one of Liebherr's repair facilities

all modules of which the condition could impair the operational and functional performance in the long term, testing and acceptance procedures carried out on the machine as if it were a new crane, new tyres, new paintwork, new lettering and a guarantee for a Liebherr used crane," Beringer adds.

Liebherr has repair halls in Germany, France, UK, Italy, Spain, South Africa, Australia, Russia, Brazil, USA, and many others.

For Manitowoc, employees at EnCore repair and refurbishment facilities meet

OSHA regulations and FEM standards.

"What we have been seeing is that both norms are going in a way to promote OEM parts, new and remanufactured, and approved structural repairs from OEM's," Chris Patterson adds.

Terex carries out repair and refurbishment works in the factories in Bierbach, Germany, Montceau-Les-Mines in France, Fontanafredda in Italy and Brisbane in Australia. "In addition, we have repair stations in Long Crendon in the UK, Scandinavia and Latin America," Klaus Meissner adds. ■



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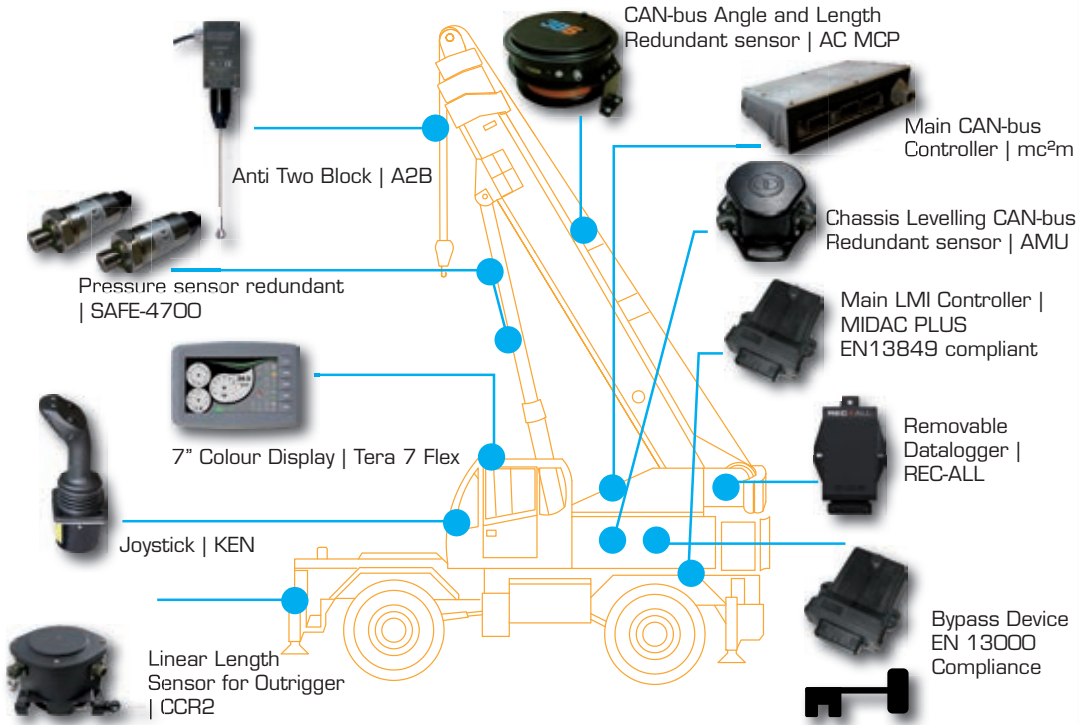
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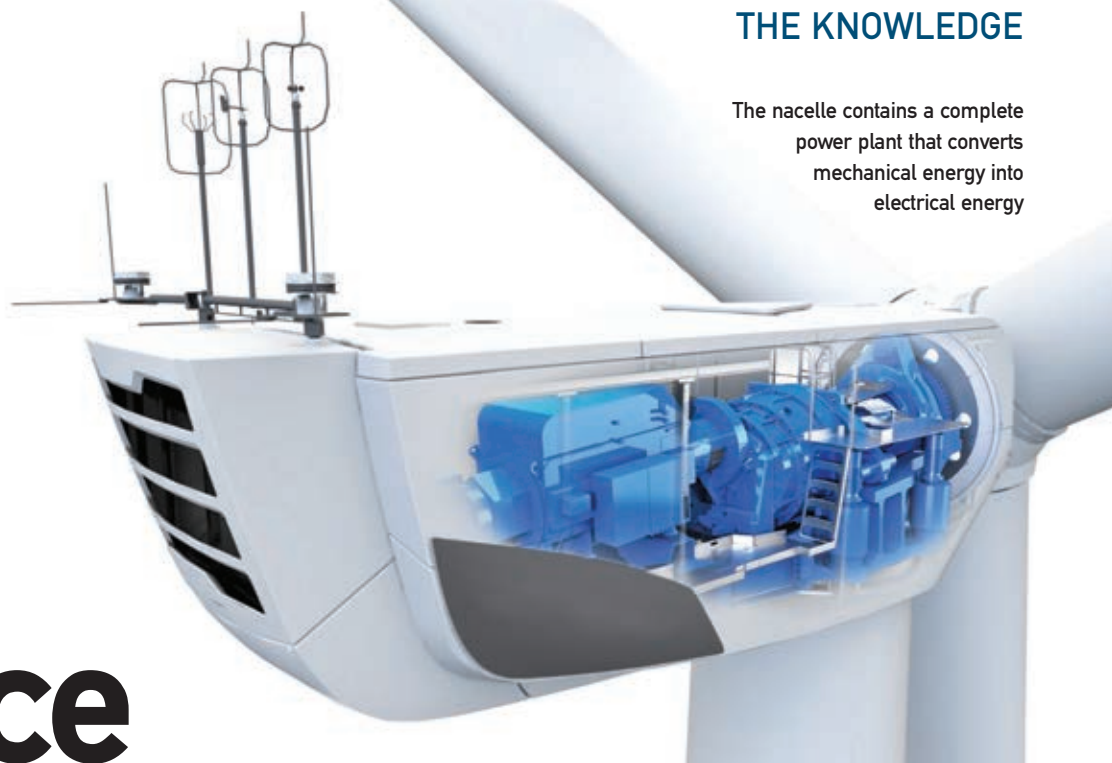
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This month, MARCO VAN DAAL looks at the common dangers of erecting the latest generation of wind turbines and discusses ways to prevent wind-associated accidents

The nacelle contains a complete power plant that converts mechanical energy into electrical energy



# A force to be reckoned with

**W**indmills have been around longer than most of us realise. Since about 1000 BC the very first primitive windmills were used to grind grain and to pump water. It wasn't until the 1300s, however, that the Dutch redefined and refined the design. At the time, a number of revolutionary improvements included the use of sails on the blades to improve efficiency, a rotating top (nowadays calls the nacelle) to always catch the wind head on and the ability to slow down or completely stop the blades in case of excessive wind. This entire process took some 500 years and created the foundation of the modern day windmill design.

It is noteworthy to state that some of the early Dutch windmills have withstood the test of time for hundreds of years and are still operational, although most of them now serve as public attractions.

Despite the challenges with modern windmills, such as the rotating shadows on the ground disrupting wildlife, balancing the generated power frequency with the grid, and horizon pollution (a term that did not exist ten years ago), the windmill or wind turbine industry has exploded and has shown double digit growth for years in a row.

Reason for this growth is twofold; on the one hand wind is free, so it is an economic benefit. On the other hand, wind energy contributes to a greener

environment as the energy is produced with a smaller carbon footprint. The carbon footprint definition being, "The total amount of greenhouse gases produced to directly or indirectly support human activities generally expressed in equivalent tons of carbon dioxide (CO<sub>2</sub>)."

Studies have shown that the larger the wind turbine the greener the energy. At first glance this makes perfect sense as a smaller area is required for fewer turbines of higher capacity. In addition, there is money savings from shorter production and installation time and, last but not least, fewer units to maintain. The market demand for turbines has supported this as the number of larger installations has increased over time.

The installation of larger turbines, however, comes with its own challenges and also at a price; sometimes at a terrible price.

## Main parts

Despite the many manufacturers around the world, wind turbines consist of a few main components across all brands and types.

First, there is the so-called foundation ring. This is the ring that is embedded in a concrete foundation and is the connection for the (first) tower section. Installed on the foundation ring is the first tower section. Depending on the capacity of the turbine the tower becomes a larger height,

## ABOUT THE AUTHOR



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

companies in the industry. His 20-year plus experience extends to five continents and more than 55 countries. It resulted in a book *The Art of Heavy Transport*, available at: [www.khl.com/books/the-art-of-heavy-transport/](http://www.khl.com/books/the-art-of-heavy-transport/)

Van Daal has a real passion for sharing knowledge and experience – the primary reason for the seminars he holds around the world.



sometimes consisting of two, three or four individual sections.

On top of the tower sits the nacelle. The nacelle contains a complete power plant that converts mechanical energy into electrical energy. Among the components in a nacelle are a brake mechanism (to prevent the blades from spinning out of control in high winds), a gearbox and a generator. Some nacelles also contain a transformer although this transformer is commonly also installed at ground level serving multiple turbines.

The pitched blades provide the mechanical energy, in the form of rotation under influence of the wind, to the gearbox and generator. The pitch of these blades can be changed to catch the wind in an optimum way and increase efficiency across various wind speeds and directions.

The blades connect to the gearbox by means of a hub. The hub is the rotating part to which the blades are connection (mostly a bolted connection). The hub in turn is connected to the gearbox shaft.

### Turbine erection

Common sense and practice dictate that during a (critical) lift one would try to keep the load close to the ground. This gives the operator the opportunity to set

the load down in case an extraordinary situation occurs. One would also try to execute a lift when the wind conditions are most favourable but, definitely, within the crane's operable conditions. In addition, the crane should be set up on a solid base.

When erecting wind turbines, the most critical lift is the placement of the nacelle on top of the tower. The nacelle is the heaviest component and is installed at the highest elevation. There is no possibility of "keeping it close to the ground" and consequently there is no escaping when an extraordinary situation occurs.

By definition, wind turbines are erected in windy areas, either in large empty fields or in mountainous areas in relatively narrow valleys; these areas are ideal for energy production because of the increased wind speed in those valleys. Knowing this we also know that the first two common practice principles have to be violated to erect a wind mill. This in itself does not have to create a problem, as long as the increased risk in those areas is acknowledged and accounted for.

So why, compared to other industries, do so many accidents occur in the wind turbine erection business?

Often these accidents are entirely avoidable if a few basis checks are carried out and, most importantly, carried out correctly. Every crane chart is developed for a certain maximum wind speed. Mostly it is mentioned on the chart itself. If not, the manufacturer can give you a "not to exceed" wind speed for safe lifting operations. Here is the first challenge; this wind speed is often measured at ground level. It should, however, be measured at the tip of the boom as that is where the nacelle will be when installing it. Wind speeds at that elevation are much higher as they have not been slowed down by obstructions such as buildings, trees, etc.

Even when the wind is measured at the correct elevation, an allowance for wind gusts should be taken into account. The gust factor is difficult to determine as there are little or no guidelines. The turbine manufacturer, however, can often offer a helping hand. They have designed the foundation and in this design a certain gust factor is included. This factor is most probably more conservative than you may need as the foundation should be able to withstand a 5-year, 25-year, 50-year or even a 100-year recurrence period. This depends on the location and local laws.

Due to the number of accidents, not only with erection of wind turbine

By definition, wind turbines are erected in windy areas, either in large empty fields or in mountainous areas in relatively narrow valleys

equipment, insurance companies have formulated a set of gust factors. They suggest a gust factor of 1.59 for hilly or wooded terrain and 1.32 for flat open areas. These gust factors apply at an elevation of 30 feet (9.14 m). Source: *Cranes and Derricks* by Howard, Jay and Lawrence Shapiro.

### Lift the nacelle

Let us have a look at what happens when a nacelle is lifted. The centre of gravity (CoG) of the nacelle, as well as of the entire crane with nacelle, moves up as the nacelle is lifted. This makes the crane less and less stable. As long as you stay within the crane's load chart this does not pose any problem. As the nacelle is lifted the crane (mainly the boom) is subjected to a phenomenon, and every load lifted swings a bit. This is due to wind, slewing, travelling (in case of a crawler crane) or any other external force. When the load is suspended by long rigging or a long lifting wire, the oscillation time is also long and the movement is slow. The same applies when lifting the nacelle; when the nacelle is still, at, or near, ground level, it sways in slow and long movements.

As the nacelle is lifted near its final height it sways in short and often pretty violent and short movements. These movements can have two effects; it can move the CoG beyond the crane's capacity. This risk is present during the entire lift, even when the nacelle is near ground level. It also introduces forces in the crane boom that may be beyond what the crane is designed for.

The formula shown below is used to calculate the oscillation time of a suspended load. As can be seen, the weight of the load plays no part in determining this time. Only the length of the rigging and, or, the lifting wire is of influence on this oscillation time:

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

In short, when underestimated, the wind forces in combination with potential gusts and the short and rapid swaying of the nacelle at height and near the capacity of the crane have caused more than a fair share of accidents in this industry.

### Prevention is better than cure

To prevent accidents in the wind industry it is good to be on the safe side. The crane should have sufficient lifting capacity even in the event of strong gusts and when taking into account the swinging and swaying of the nacelle (being the heaviest item). Some companies have wind departments that are trained in dealing with the particulars and restrictions of a wind turbine erection site. ■







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# Hazard protection

Ace World Companies has a test tower enabling it to complete a full factory runout test on this stacker crane in Fort Worth, Texas

**To meet increasing health and safety demands, manufacturers of industrial lifting equipment are coming up with new solutions to improve safety. LAURA HATTON reports**

**W**ith a constantly evolving market and stricter safety regulations coming into play, industrial companies need to become safer and more efficient. To meet these demands, manufacturers are looking at ways to reduce the need for personnel to perform lifts.

Dutch specialist company Hencon, a supplier of mobile equipment for heavy industries, is designing a multi-functional overhead crane that, when in production, will eliminate people from the work floor of hazardous areas. The crane system is being designed to remove carbon anode blocks inside the pot rooms of aluminium smelting works. "Aluminium smelters are in remote areas," a company spokesperson explains. "The smelting process generates a tremendous magnetic field (electrolysis requires 200,000 to 640,000 amps at



4.5 to 5 volts DC) and, combined with high ambient temperature, abrasive dust (aluminium oxide  $Al_2O_3$ ) and fluorides, the environment is uncomfortable for humans and certain machines."

Hencon plans to make the cranes lighter, faster and smarter than the current pot tending machines (PTM), the manufacturer says. Features of the crane will include a breaker hammer (for crust breaking), a grab (for cleaning the open bath) and often hoppers for feeding  $Al_2O_3$  and fluoride.

## Custom made designs

This isn't the only example of specialist equipment entering the market. Custom material handling manufacturer Ace World Companies, based in the USA, for example, is manufacturing a 35 US ton (31 tonne) capacity stacker crane. The model has two lifting devices and will be used for handling coils and pallets for alloy sheet producer Logan Aluminum in Russellville, Kentucky, USA. The crane will have a forked attachment and an independently operated cabin on a separate mast from the lifting attachment to enhance visibility.

Dutch specialist company Hencon is designing a multi-functional overhead crane to eliminate people from the work floor of hazardous areas



Kevin Beavers, Ace sales and operation manager for Knoxville division, says "We are hugely excited to be finalising the manufacturing stage of this highly specialized crane. The whole process has taken around two years, starting with site visits to take measurements."

The final stages of the process will be testing and operator training. The new crane will replace an existing stacker crane that has been operating at the facility since it was first built and is due to be delivered in April 2015.

Other custom made designs on the market includes the Unicon overhead crane from Konecranes USA. The new model can be tailored for different lifting applications and has multiple trolley configurations and two-point drum suspension, which inhibits deflections of the rope drum. Optional extras include extended speed range plus (ESR+) for higher lifting and lowering speeds, and load control features including sway control, inching, microspeed, hoist synchronization and tandem drive.

The cranes are available in a range of load options, hoisting speeds, lift heights, trolley gauges, frame sizes and capacities. Unicon cranes can be built to meet CMAA duty requirements up to Class F. Steve Kosir, vice president and director, Konecranes Industrial Crane Solutions, Region Americas, says, "We've >



## INDUSTRIAL LIFTING



The Demag V-type crane from Terex Material Handling

been listening closely to our customers. In addition to being adaptable and economic, Uniton is also designed to be durable. We included shock load prevention and slack rope prevention as standard features, which helps protect both the crane and load against potential operator error or misuse. The pendant and radio control devices are also designed to handle rugged use.”

### Latest generations

New examples of industrial lifting equipment has also been launched by Terex Material Handling. New models include the Demag V-type crane with a lattice type bridge beam instead of a box section. This reduces deadweight, produces less wheel pressure and minimises forces on building structures, the manufacturer says.

The design is patent pending and includes diaphragm joints, which reduce oscillation of the crane girder, allowing the crane operator to handle loads more precisely. “The reduced oscillation characteristics cause lower loads to be transmitted to the crane and its components, as well as to the entire building. It also doubles the service life of the crane to more than 500,000 changes of load. The improved oscillation characteristics enable heavy and sensitive loads, such as glass panels, fluids or aluminium shell sections for aircraft, to be positioned more precisely and quickly,” the manufacturer adds.

Andreas Hambrock, Terex Material Handling head of the universal cranes business Line, says, “The development of the Demag V-type crane focused on factors such as handling rates, a high lifting capacity-to-deadweight ratio, high load capacity and stability.”

For increased safety, the crane has an improved view for the operator and allows 30 % more light to pass in comparison with conventional box-section girders, the manufacturer adds. In addition to inside operation, the V-type crane can also be used outside due to a smaller surface area. The overhead travelling and suspension cranes are available with spans of up to 30 metres and capacities up to 12.5 tonnes.

New from US industrial manufacturer Shuttlelift in the mobile gantry range are the 90 tonne capacity SB100 and the 108 tonne capacity SB120.

The models have a single traversing beam and single hook, meaning that any load inside a plant can be easily transported to the yard without extra handling equipment, the manufacturer says. “The SB series cranes also give you the benefits of standard overhead cranes without being tied to a building. Our cranes are also equipped with fully proportional controls allowing precision movement of all crane functions, resulting in complete operator control,” Kurt Minten, Shuttlelift, director of industrial sales, says. The cranes are designed to minimize trip redundancy and produce low emissions.

Adding a remote control function is another way that manufacturers can provide a way for workers to safely carry out a lift, especially when working in hazardous areas. Unic mini cranes provided by GGR Group, for example, feature slew restriction and working area limitation functions so operators can safely work within designated parameters in potential hazardous areas. In addition,

the crane’s boom movements can be remotely controlled by radio.

There have also been improvements in load indication systems. Straightpoint, for example, has recently provided Texas, USA-based lifting and rigging company Laguna Crane Services with force measurement, load monitoring and suspended weighing load cells. The equipment can be used in many applications from small industrial jobs to those involving large wheeled and crawler cranes with multiple chain falls, the manufacturer said. ■



The Unicon overhead crane from Konecranes USA. The new model can be tailored for different lifting applications

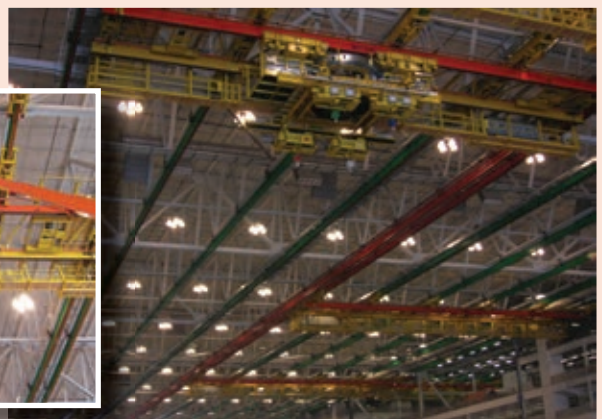
## BIG DEMAND FOR CMAA MEMBER

A member of the Crane Manufacturers Association of America (CMAA) has delivered an 80 ton capacity industrial crane that covers nearly 43,000 square metres of floor space for a major aircraft manufacturer in the USA.

The custom made overhead travelling crane will be used to help with the construction of air frames. It has been installed in the main manufacturing facility, which measures 304 metres long and 140 m wide.

To enable it to cover such a vast area, the crane system has multiple bridges which can be interlocked to allow the trolley (carrier) to be transferred from one bridge to another; this allows it to lift components anywhere in the manufacturing facility runway system. In addition, the operator can link up to three adjacent bridges together to lift very wide loads. In total, the crane has 14 interlocking under hung bridges on the building runways, 12 of which are suspended. Two hoist beams that move in and out are suspended from the lower carrier structure, which rotates 370 degrees. Each bridge can hold two 40 ton capacity carriers. Power is supplied via three-phase 480 volt AC conductor bars.

The crane system serves 43,000 square metres







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# A solid bond for safety

**Refinement of the TRAM fall restraint system for mobile cranes and other vehicles has led to the development of an adhesive bonding method for attachment to a crane's boom that satisfies manufacturers' concerns over interference with structural integrity. IC reports**

It is no longer acceptable for a company to allow its employees to work at height without some form of protection, either to reduce the risk of a fall or to reduce the impact of one. In the last ten years more and more crane owners and manufacturers have come to accept this and have taken action.

Many countries have specific legislation in force regarding working at height, although the precise terms in which it is couched – including what constitutes a dangerous height – vary from country to country. Even where there is no such legislation, any responsible company aspiring to reach international operational standards nowadays seeks to ensure that good safety practices are embedded throughout the supply chain.

A result of this is that owners of mobile cranes have come to realise that it is no longer possible for them to allow riggers or maintenance crew to clamber on top of crane booms without some form of protection. Most crane manufacturers have also recognised this and responded by adding fall protection systems to their latest models.

The different approaches being taken by the original equipment manufacturers (OEMs) to height safety are a product differentiator. Of course, designing out the need to work at height remains the preferred option but that has not always been possible – and it is clearly impossible on cranes that are already out operating in the field. Early initiatives from the OEMs included supplying fixed rails around the upperworks of cranes and providing clip-on points for tying off a safety harness.

The shortcoming of this approach is that it limits movement and is of no benefit when walking along the boom. More recently systems have evolved that allow the rigger to move around while keeping their harness safely fixed. Some offer fall arrest, to catch the faller before he or she hits the ground; others offer fall restraint, offering all the features of an arrest system but actually also preventing a fall from occurring in the first place.

Manufacturer of height safety products Standfast, for example, launched the travel restraint access module (TRAM) system,

The installation process involves identifying where the mounts need to be placed, carefully marking the exact mount profile and removing the paint within that profile. Terostat MS 9399 structural adhesive is used to fix the rail anchors to the boom



which has now been fitted to approximately 500 mobile cranes worldwide over the last five years and 10,000 pieces of equipment in total over the past decade, including mining machinery, tanker trucks and gantry cranes.

The system has a handle at waist level onto which the user ties his or her harness. Squeezing a trigger on the handle allows it to be pushed along a rail that is fixed at foot level. The system enables the operator to tie off at waist level, rather than overhead or at foot level. It also has a movable handrail, which provides support and allows the operator to move about with greater ease. In addition, the handrail is air-sprung to help the operator climb up and over to get onto the summit.

The TRAM system is designed to meet all the regulatory approvals, including: *ANSI/ASSE Z359.1-2007 Safety Requirements for Personal Fall Arrest Systems, Subsystems and Components*; *EN795:1997 Protection against falls from a height – Anchor devices – Requirements and testing*; and *AS/NZS 1891.2:2001 Industrial fall-arrest systems and devices, Part 2: Horizontal lifeline and rail systems*.





It is no longer acceptable for a company to allow its employees to work at height without some form of protection, either to reduce the risk of a fall or to reduce the impact of a fall

## Original equipment

Crane manufacturers that now offer the TRAM system on their cranes incorporate the TRAM rail in their boom designs. Both the rail and the handle are made from stainless steel; they weigh so little as to have negligible impact on lifting charts but are strong enough to restrain a 15 kN force in compliance with all applicable standards. The OEMs have been slightly more cautious, however, in sanctioning retrofitting.

Early retrofit methods for TRAM involved welding small lugs onto the boom and bolting the rail onto this. But while this was fine for tanker trucks, some crane manufacturers expressed concern about such work being carried out on their booms – as they do in relation to any third

The TRAM system has a handle at waist level onto which the user ties his or her harness. Squeezing a trigger on the handle allows it to be pushed along a rail that is fixed at foot level



## WORK AT HEIGHT

party boom repair work conducted outside of their control.

In response, Standfast came up with a new method that involved strapping TRAM's guide rail onto the boom. It proved effective and complied with all criteria laid down by the OEMs, but Standfast acknowledged that it could conflict with the mounting of certain accessories.

After extensive trials and tests a new fixing method that uses a special elastic two-part adhesive that connects the rail anchors to the boom was established. In developing this solution it had to come up with a way of providing large enough connection areas between the TRAM rail and the boom, and of maintaining sufficient inherent flexibility so that an extended boom, bending under load, would not snap the fixings or impede boom performance.

Jeff Bedwell, Standfast president, explains, "With our old way of fixing the TRAM rail to the boom, we had to tailor each system to each crane make and model. We needed very accurately dimensioned profiles to be made and powder coated. This would take a few weeks and kept the crane out of service. Using adhesive mounts, we have streamlined the fitting process and we can move much faster. If we are told a crane is coming back to the depot for a service next week, we can now fit TRAM within half a day.

"Welding remains a perfectly feasible option for us, but the crane manufacturers have such strict guidelines on procedures that it is easier for them to design it into the boom manufacturing process."

## A new method

When the bonding solution first emerged as an option, some crane associations and manufacturers sought reassurance not only that the glue was strong enough for the job but also that it did not cause any damage to the high grade steel from which booms are made. Was the adhesive flexible enough to withstand the flexing of an extended boom under load? Could it tolerate the vibrations of a crane travelling at speed down the highway or bouncing across a construction site?

To all these questions Standfast and its adhesive supplier provided answers. Standfast uses a special structural adhesive



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manufactured by Henkel called Teroson Terostat ME 9399. Branded as Loctite 5590 in North America, it is a silane-modified polymer that is formulated to withstand high temperatures, provide chemical resistance, survive aggressive pre-treating and high performance paint processes and provide long-term corrosion resistance. It has good UV and weathering resistance. It is described as a highly viscous, sag-resistant, two-component adhesive based on silane-modified polymers, which cures independently of the atmospheric moisture to an elastic product. It is free from solvents, isocyanates and silicones. It also has the adhesive pliability to absorb vibrations associated with road and construction site travel as well as boom flexing during lifting operations. The

The system fixed on a crane from crane hire company New Zealand Crane Hire

adhesive has a tensile strength (*DIN 53504*) of 3.0 MPa and elongation at break (*DIN 53504*) of 150 %.

### Highlighting risks

Even with the right bonding agent, retrofitting a fall restraint or fall arrest system onto a crane boom still requires proper engineering input from an appropriately qualified person since, as the International Crane Stakeholders Assembly (ICSA) highlights in a draft position paper on this topic, there is a risk of affecting the stress distribution in the crane structure if it is done incorrectly.

Not unlike welding, it still requires strict procedures that must be followed to ensure proper curing, including careful surface preparation. The actual installation process involves identifying where the mounts need to be placed, carefully marking the exact mount profile, removing the paint within that profile to expose the steel and preparing both surfaces according to the adhesive manufacturer's recommendations. The Terostat MS 9399 is then applied through a dispensing gun designed specifically for this adhesive,

and the brackets are pushed into place and secured with straps on top of spacers sized to maintain the adhesive layer thickness recommended by the adhesive manufacturer. The adhesive cures to handling strength in less than two hours in normal ambient conditions, at which point the pre-measured rail and TRAM system is fastened to the mounts with Standfast's standard fastening kits.

Klaus Meissner, Terex Cranes director of product strategy, says, "The general concern is that if you have a highly loaded structure any modification will disturb the stress distribution. If it is done in the proper way, it will not have any impact. Manufacturers have to be a little bit cautious because we do not want to be held responsible."

### Tried and tested

The debate over the relative merits of fall arrest versus fall restraint will doubtless continue. But those who do prefer total restraint now have an option that has been proven in the field by some of the world's leading construction and crane operating companies, and that can be retrofitted quickly and simply with full engineering approvals, in full accordance with crane manufacturers' recommendations. ■

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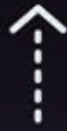


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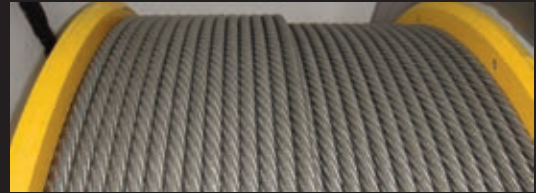
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# COMMENT

Joel M Dandrea

## An industry youth movement



Youth unemployment is a hot-button issue right now in Europe. The European Union says that the unemployment rate for people 29 years old and younger is sitting at 19 %, the highest rate in over a decade. That said, consider this: it's 42 % in Spain, and 49 % in Greece.

What concerns economists mostly is that this particular period of high unemployment is marked by a much longer average duration for young people. With estimates suggesting that this dilemma is likely to expand in size and scope for the next five years. Perhaps the gravest concern surrounds the age-old reality that the longer a person remains unemployed, the more unemployable they become.

Unfortunately, a recent study by McKinsey & Company in *The Guardian* found that "nearly two-thirds of the young people who participated [in vocational jobs] agreed that vocational training was less valued by society." The study also revealed that less than 40 % of those who said they preferred vocational work actually sought out the type of training that was required for it, even though 70 % viewed the path as more helpful in securing employment.

Some experts believe that public policies should focus on supporting domestic demand until the threat of low inflation has subsided and a strong recovery has taken hold. A December 2014 report by the International Monetary Fund suggested that "growth alone cannot solve the youth unemployment problem. As the economic recovery solidifies and unemployment rates return closer to their historical averages, labour market institutions may play an increasingly large role in labour market dynamics."

The report explained that reforms could include the following: lowering labour costs by reducing the tax wedge and rethinking minimum wage policies to increase labour demand; reforming unemployment benefits to better transition the unemployed from inactivity to work; enhancing work-related training; and implementing more effective ALMPs.

The EU's Youth Guarantee Scheme is a step in the right direction – with a number of active labour market policies that provide opportunities to (especially low-skilled) unemployed young people. Whether it is through training, work-based learning and apprenticeships, or wage and recruitment subsidies to motivate potential employers, the Youth Guarantee Scheme, via the EU, is investing heavily in a prospective remedy to this dilemma. But it's not enough.

We have to do more in our own industry to attract, educate, train, and retain this available labour force that needs work – a population that could represent the next generation of heavy haulers, crane operators, construction workers, manufacturers, engineers, and more. The IMF also mentioned Germany's "dual vocational training system" as a successful example of "integrating school and work-based learning to facilitate a smooth transition from school to full-time employment."

And whereas it might be complicated to reproduce the German system exactly in other countries, given various and differing social, cultural, and economic conditions, it comes with a certain element of measurability, even scalability that could, and should, be considered.

The point is there's a large group of young people that need jobs all across Europe. We need young people to sustain our industry. It's time to connect the dots and figure out how to help each other out.

SC&RA is taking the lead in the USA and teaming up with KHL (*IC* publisher), the National Commission for the Certification of Crane Operators (NCCCO), SkillsUSA and additional SC&RA members on a June 2015 workforce development initiative designed to introduce industry opportunities to high school students and young, career-minded individuals. This programme will serve as an industry model and will be evaluated and modified to meet our growing and changing needs. Stay connected to SC&RA news and KHL publications for additional details in the coming months. ■

SC&RA

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The 2015 SC&RA Annual Conference is a chance for industry members to blend business and recreation in a memorable setting. SC&RA reports

# Bringing industry members together

**S**outhern California, USA, is the 2015 destination for SC&RA's Annual Conference, taking place from 14 to 18 April. The La Costa Resort and Conference Center in Carlsbad, California, will host SC&RA members from around the world, bringing together more than 750 of the industry's top managers, senior executives, and owners.

This highly anticipated yearly gathering gives members an opportunity to experience a week of networking, committee meetings, and educational sessions. It also allows SC&RA members to blend business and recreation in an impressive setting and for quite a few worthwhile causes too.

In addition, attendees will benefit from numerous chances to interact all week long, with one primary occasion being the products fair, which offers members and exhibitors a chance to meet in person and to discuss opportunities that otherwise may never emerge. The exhibit centre continues to stand as a perfect example of SC&RA membership value to members around the world.

## With the programme

The tennis tournament starts things off on Tuesday 14 April and will allow international members a chance to brush off a little travel lag for a good cause. At noon, the much-anticipated golf tournament and awards reception kicks off and runs until early evening.

The first timers' reception follows the golf tournament. This event provides an exclusive opportunity for new SC&RA event attendees to meet and network with other first-timers, as well as SC&RA officers and staff. Rounding out the evening is the past chairman's council dinner, by invitation.

A popular event with attendees every year, the NCCCCO fun run/walk gets Wednesday started bright and early. This free activity accommodates both walkers and runners, with contributions to the NCCCCO appreciated.

The day officially gets underway with a suite of meetings that round out the morning and lead into Dan Clark's opening session, *The Art of Significance*, after lunch.

As a strategy for helping people realize their true work life purpose, as well as the power of their influence, Clark walks attendees through his "laws of significance", with the aim of allowing people to achieve peak performance.



Following Clark, a special two-part session, *What You Don't Know May Cost Your Business Money*, will address recent risk management concerns that may leave your business exposed. In part one, industry experts, Kate Lasky and Bob Moore (both NBIS), will examine a typical bill of lading and carrier or shipper agreement for contradictory terms that create liability. In addition, they will review the language that should be in your bill of lading, as well as your motor carrier or shipper agreement, to identify key issues and mitigate exposure for loss to cargo.

## Definitions

In part two, Chris Nelson (NBIS) and Bob Moore will discuss how CSA affects crane companies and transportation companies. Attendees will learn how a company operating a mobile crane in interstate commerce or intrastate in 33 US states is required to comply with the FMCSA Regulations upon realising that currently, the definition of commercial motor vehicle (CMV) encompasses mobile cranes.

Bringing Wednesday to a close is the president's reception, where association president Alan Barnhart and his wife Katherine invite all attendees to join them for an evening with friends, clients, and colleagues. This reception affords members yet another memorable occasion to meet and mingle.

Duane Grischow teams up with Tommy Spaulding for a session on investing in relationships as a bridge to building foundations for success



This year's Annual Conference lands in Carlsbad, California, USA



The Link-Belt breakfast starts Thursday and features speaker Scott Christopher's and his presentation, *The Levity Effect*. Throughout this presentation, Christopher will explain how workplace fun really does drive business results, with the statistics and research to back it up. Attendees will discover the power of "lightening up" with Christopher's demonstrations.

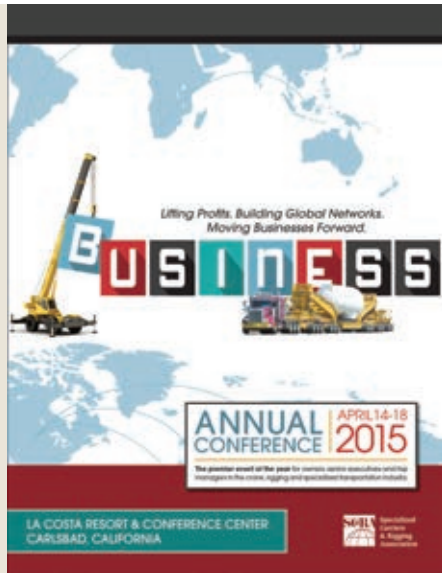
After lunch, Duane Grischow and Tommy Spaulding will present, *ROR to ROI*. This session will have you questioning basic economics when the presenters shift your attention to your return on relationships (ROR) rather than ROI. Grischow and Spaulding emphasise that the success of any organisation is grounded in the formation of sustainable relationships.

### Improving productivity

Breakout session one follows, featuring Christine Cashen's, *Stop Global Whining – an outline on how to get what you want with what you've got*. An international authority on sparking innovative ideas, reducing stress, and energising employees, Cashen delivers a fast-paced, hilarious programme. For more than 15 years, she has jazzed an amazing variety of audiences throughout the United States, Canada, South Africa, and Australia.

Breakout session two features a discussion titled, *Partnering Services for Future Success*. Speakers include James

Scott Christopher delivers his presentation on how workplace fun really does drive business results – and he's willing to provide the research to back it up



Demes (Sunoco) and association president Alan Barnhart (Barnhart). This session examines the challenges of qualifying, selecting, managing, and partnering with contractors and specialty contractors. Attendees will hear about criteria they use, how OSHA regulations affect business decisions, and what contingencies they have in place to address labour shortages.

Bringing Thursday to a productive close will be the popular Foundation Gala: Be True to Your School. The dinner and dance focuses on the most important part of this industry – the people. The Foundation is committed to fostering research projects, scholarships and grants, and education in the heavy haul transportation and crane and rigging industries.

Friday morning kicks off with the Trail King breakfast, where Rex Havens will deliver, *One Big Happy Family*. This presentation asks all in attendance to consider seven key things that all managers should say to improve employee engagement and productivity. Havens will enlighten the crowd on strategies that

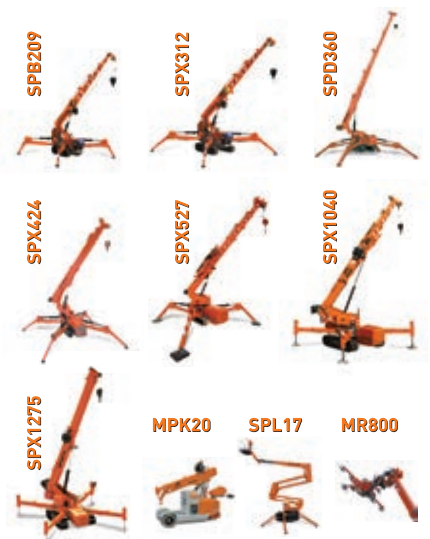


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are intended to lead to stronger, more productive relationships, both professional and personal.

The products fair follows breakfast, with 90 exhibitors, offering members and exhibitors from around the world a chance to establish relationships and, or, initiate business together.

An appropriate end to Friday, the Acoustic Alchemy guitar reception closes out the day, and is available to all attendees, with an open bar until 9 p.m. This event allows members a well-earned opportunity to unwind, mingle, and just relax in general.

**Awards dinner**

Saturday, the final day of the conference, gets started with the Annual Membership & Board of Directors Meeting. It is followed by the Transportation Group Membership & Job of the Year Competition.

The rest of the day is open for enjoyment. Attendees have a chance to spend some time in the California sun, catch up on some work, or rest up for the evening's festivities – the renowned Closing Night Awards & Recognition Reception & Dinner.



With 90 exhibitors the Products Fair offers attendees and exhibitors a chance to meet in person and discuss a wide range of opportunities

This formal evening will host approximately 300 attendees, and includes a gourmet dinner and programme to recognise companies, individuals, and industry leaders. Among a long list of awards presented to many recipients, the prestigious Hauling and Rigging Job of the Year Awards buttress the

end of the evening – providing an opportunity for members to recognise their fellow industry professionals for accomplishments in both innovation and application.

For more information on the 2015 SC&RA Annual Conference, see: [www.scranet.org/meetings](http://www.scranet.org/meetings)

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CONSTRUCTION  
SAFETY LIGHT

Lighting equipment company, WHI Safeguard, has launched its first range of safety lights. The lights can be fitted to existing equipment and help construction companies meet their duty of care.

The Scaffolding and Barrier Safety Light is battery operated and offers more than 4,000 hours of use before the batteries need recharging. It can be fitted securely and quickly to scaffolding and other surfaces with side or vertical brackets, the manufacturer said. It is activated automatically by darkness and is protected against dust and water.

The lights are easily installed or moved with the mounting brackets.

■ For more information see: [www.whisafeguard.com](http://www.whisafeguard.com)

## New capacity ranges from Crosby

The Crosby Group has introduced two new capacities of McKissick 70 and 80 Series tubing blocks. Launched to meet demand for the increased mast capacities of modern day well servicing rigs, they have 125 and 175 tonne working load limits, respectively.

“These new block capacities provide maximum flexibility to our customers and are setting the new standard in tubing blocks for the well servicing

industry,” the manufacturer said. The new tubing blocks are RFID-equipped for electronic inspection tracking and they are manufactured to API 8C standards. They are also fitted with a new lock arm design with a self-retaining bolt, a company spokesperson said. A new 35 tonne capacity rod hook clevis is also available.

■ For more information see: [www.thecrosbygroup.com](http://www.thecrosbygroup.com)



## Custom beams in from Tandemloc

Manufacturer Tandemloc now offers a combination of a Rapid Ready Lift Beam, which are custom made to customer requirements, and a pair of AN13 series Pipe Grabs, which can be sized specifically for the pipe to be handled.

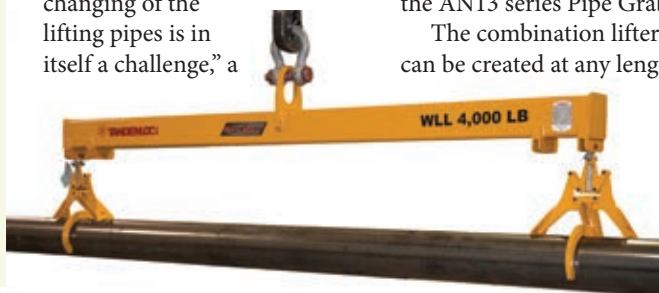
“The management, handling and the re-warehousing and changing of the lifting pipes is in itself a challenge,” a

spokesperson said. “Handling the pipe can become a significant effort as the pipe size becomes larger, longer, and heavier. In our continuing efforts to help customers move the pipe around to assemble and reconfigure their spreader beam systems, we have added the Rapid Ready Lift Beam and the AN13 series Pipe Grabs.”

The combination lifters can be created at any length

between 8 and 20 feet (2.4 to 6 metres) and can be built to handle pipe lengths up to 50 feet (15 m), a spokesperson said. Other attachments can also be offered to create a combination beam variation.

■ For more information see: [www.tandemloc.com](http://www.tandemloc.com)



## SYNTHETIC FIBRE LOAD CHAINS

Manufacturer of synthetic products DSM Dyneema has formed a partnership with Load Solutions, a manufacturer of link chains based in Bergen, Norway, to develop synthetic link chains. The chains, branded as Tycan, will be made from DSM's ultrahigh molecular weight polyethylene (UHMWPE) fibre, which is branded as Dyneema.

Tycan is produced by Industrias Murtra, a textile manufacturer based in Spain. The products have passed the first and second levels of certification by DNV GL, the international classification society, the manufacturer said. Full and final certification is expected in early 2015.

Features of the Tycan chain include its ability to float on water, its resistance to chemicals and that it is seawater-proof. It is also capable

of holding a 600 tonne electrical mega power transformer, the manufacturer said. The chains can also be wrapped over the edges of cargo without suffering any damage and can withstand shock loads, a company spokesperson added.

■ For more information see: [www.loadsolutions.no](http://www.loadsolutions.no)



## Updates for Ikusi TR-800CE transmitters

The Ikusi TR-800 CE multiband radio built into Ikusi's remote control devices has been updated to include automatic frequency agility (AFA), link quality indicator (LQI) and automatic power control (APC) functions.

AFA technology is used to prevent occupied channels from being used and to prevent interference in radio

communication. It works by selecting unoccupied channels until communication is achieved between the transmitter and the receiver. The LQI indicates signal quality between the transmitter and the receiver.

■ For more information see: [www.ikusitlc.com](http://www.ikusitlc.com)





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### KEYNOTE SPEAKER

#### Philippe Cohet

Chairman at Arcomet, one of the world's largest tower crane rental companies. Cohet will present a unique perspective on the tower crane value chain and the market worldwide.



#### Jean-Charles Delplace

Business development manager, Trimble Lifting Solutions, Trimble Navigation



#### Christoph Eiwan

Head of engineering department structural analysis, Liebherr-Werk Biberach GmbH



#### Thomas Herse

Head of international product management, Liebherr Werk Biberach.



#### Dave Holder

Director and general manager at tower crane specialist HTC Plant in the UK



#### Heinz-Gert Kessel

Project engineering manager at Franz Bracht crane rental company in Germany



#### Leif Loftmyr

Procrania Elevation CEO, Sweden



#### Stuart Marchand

Director/founder, Wentworth House Partnership



#### Arnaud Miton

Senior manager engineering, centre of excellence structures lattice cranes, Manitowoc Cranes

Further speakers to be announced.

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www.scranet.org

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12 March 2015  
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www.khl.com/dct

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CONFERENCE

14 – 18 April 2015  
Carlsbad, California, USA  
www.scranet.org

## INTERMAT 2015

20 – 25 April 2015  
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www.intermat.fr

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www.khl.com/esta

## VERTIKAL DAYS

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

INTERNATIONAL TOWER  
CRANES (ITC) 2015

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www.khl.com/itc

## CTT 2015

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

## PLANTWORX 2015

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

## M&amp;T EXPO

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

## BAUMA CONEXPO AFRICA

15 – 18 September 2015  
Johannesburg, South Africa  
www.bcafrica.com

## BICES 2015

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

SC&RA 2015 CRANE &  
RIGGING WORKSHOP

23 – 25 September 2015  
Denver, USA

## IN THE KNOW

The picture of the month for February shows a Liebherr LR 1750 crawler crane helping to replace an old railway bridge on Von Walhausen Strasse in Bochum, Germany. Heavy lift and transport service provider Wagenborg Nedlift from the Netherlands

supplied the crane for the job. The 750 tonne capacity lattice boom crawler was brought to site on more than 40 trailers. It was then erected in the narrow city streets and fitted with 260 tonnes of superlift counterweight. The new bridge weighed 340 tonnes.



## PEOPLE NEWS



■ **IVAN COLLINS** has announced his retirement as sales director at Andover Trailers in the UK

after 52 years in the industry. Collins was one of the original founders of the company, which was launched in 1985. **CLIVE JONES** will take on Collins' position as head of trailer sales. Jones will be supported by **RON SCHAD**, who joins the sales team as sales manager for the North of England and Scotland.



■ Industry veteran **RON SCHAD** has been appointed at Liebherr in the USA responsible for sales in the Midwest of crawler cranes, duty cycle cranes and foundation machines built by the Nenzing division in Austria. His territory includes the states of Illinois,

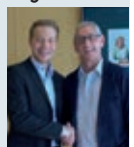
Indiana, Michigan, Minnesota and Wisconsin. Schad said that the position allows him to stay in the industry and do what he enjoys most, by "helping contractors and equipment users find the perfect machine for their future lifting and foundation construction requirements."

As a well-known figure in the industry, Ron Schad was CEO and president at major crane rental company Essex Rental Corporation for 14 years to April 2014. Before that, Schad spent nearly 15 years at USA-based crane manufacturer Manitowoc.

■ After 11 years managing the business at Liebherr Cranes, Inc (LCI) in the USA, **GEORG DIESCH** has been promoted to managing director at Liebherr Hydraulikbagger



in Kirchdorf, Germany, the factory manufacturing Liebherr mobile excavators and material handling equipment. His replacement is **DANIEL PITZER**, appointed LCI president, in charge of the US business for all types of Liebherr all terrain and larger crawler cranes. Pitzer worked at the mobile crane factory in Ehingen, Germany, managing sales. "I'm looking forward to taking over this new role and working with my team to further strengthen our relationship with our customers in the US," said Pitzer. "I congratulate Daniel on his promotion and I'm very pleased that a very motivated and knowledgeable professional takes over to continue Liebherr's success in the US," Diesch said.



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



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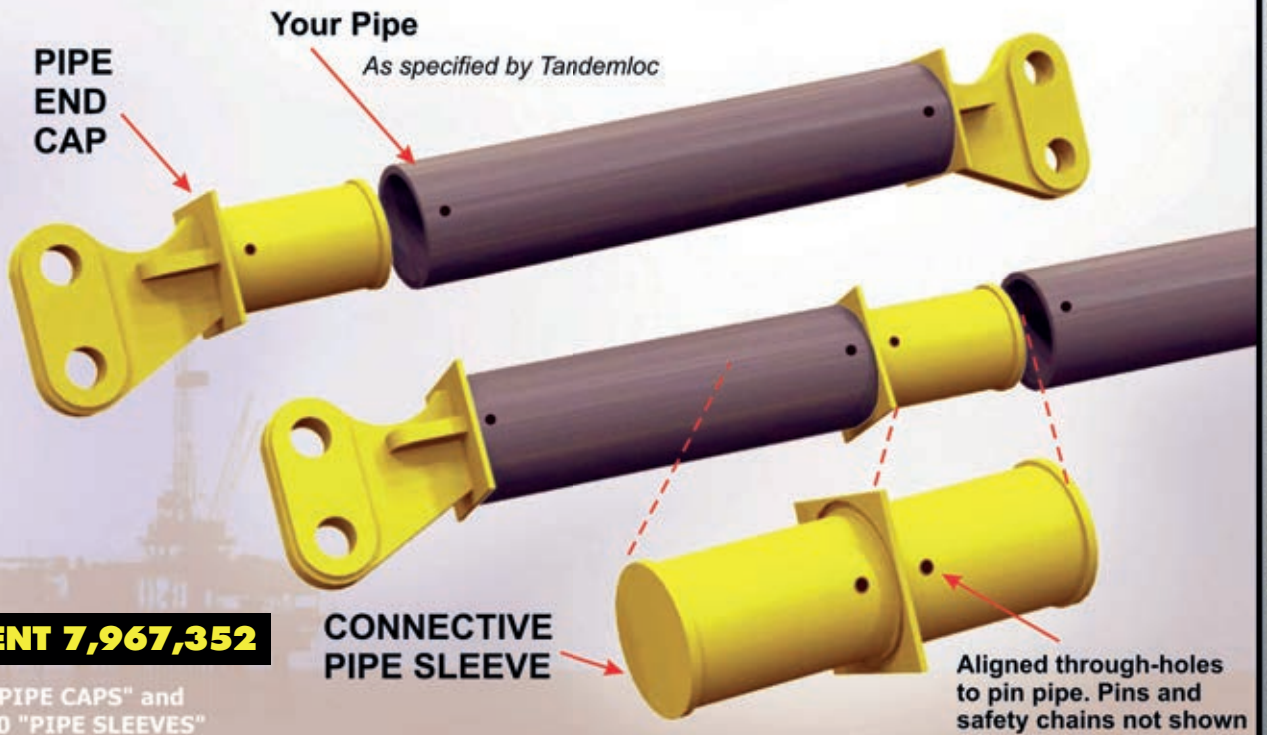
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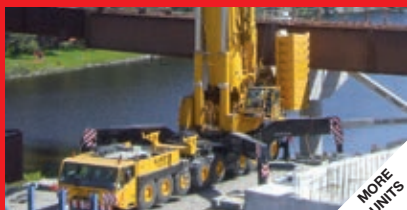


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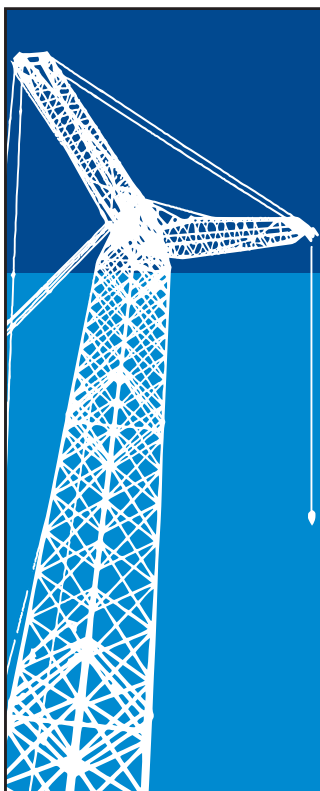
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35 t Liebherr LTM 1030-2.1	2005	4x4x4	30,00m + 15,00m
40 t Demag AC 40-1 City	1999	6x6x6	31,20m + 13,00m
40 t Demag AC 40-1 City	2005	6x6x6	31,20m + 13,00m
50 t Terex Demag AC 50-1	2006	6x6x6	40,00m + 17,60m
50 t Terex Demag AC 50-1	2005	6x6x6	40,00m + 17,60m
50 t Grove GMK 3050-1	2005	6x6x6	38,10m + 15,00m
55 t Liebherr LTC 1055-3.1	2005	6x6x6	36,00m + 7,80m
60 t Faun ATF 60-3	2005	6x6x6	40,00m + 16,00m
60 t Faun ATF 60-3	2003	6x6x6	40,00m
70 t Grove GMK 4070-1	2000	8x8x8	38,10m + 16,00m
70 t Faun ATF 70-4	1998	8x8x8	40,50m + 16,00m
70 t Faun ATF 70-4	1997	8x8x8	40,50m + 16,00m
80 t Tadano Faun ATF 80-4	2005	8x8x8	48,50m + 16,00m
100 t Grove GMK 5100	2001	10x8x10	51,00m + 18,00m
110 t Tadano Faun ATF 110G-5	2008	10x8x8	52,00m + 16,20m
120 t Terex Demag AC 120-1	2006	10x6x8	60,00m + 17,00m
130 t Grove GMK 5130-1	2005	10x8x10	60,00m + 18,00m
200 t Grove GMK 5200	2002	10x8x10	60,00m + 36,00m
200 t Terex-Demag AC 200	2001	12x8x8	60,00m + 26,50m + 2,00m
250 t Demag AC 665 SL	1996	12x8x8	58,00m + 22,00m 41,00m / 65,00m

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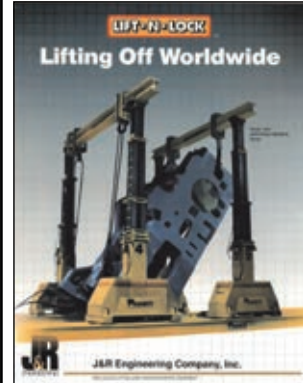


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40 t LIEBHERR LTM 1040-3, y. 1990	100 t GROVE GMK 5100, year 2000
30+14,5 m, 6x4x6, MB engine, 8,3 t cv	51+34+1,5 m, 10x8x10, 2. winch, 2x MB engine
40 t DEMAG AC 40-1, year 2004	225 t LIEBHERR LTM 1225, year 1995
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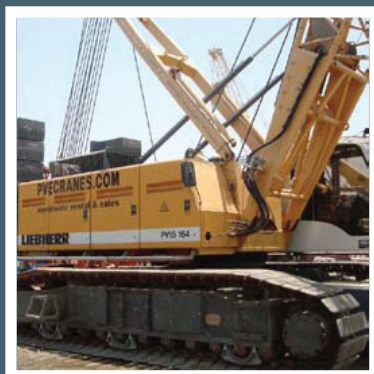
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