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# The best Bauma



# ever?

With temperatures in Munich reaching 30 degrees, the record number of visitors to Bauma 2007 were basking not only in the unseasonably hot, sunny weather, but also in the spectacular array of equipment including many totally new products unveiled at the show.

This year's all-time record number of visitors - up about 20 percent to more than half a million - coupled with an increasing number of overseas visitors up 35 percent to 160,000, means that Bauma has consolidated its position as the world's top construction equipment show.

The crane, access and telehandler manufacturers were out in force with a few surprises that even caught us out. Over the next few pages we will try to bring you the main highlights as well as giving a flavour of the best Bauma ever.

## Cranes

A mere glance at the Bauma skyline was enough to set the pulse of any crane buff racing. The number and physical size of the exhibits not only made little children stand and stare in awe, but also their parents.

Star of the show had to be the Grove GTK1100 for its sheer size and novelty value. However Liebherr also had an awesome crane stand as did Terex, Kobelco and Tadano.

The most eagerly-anticipated crane at Bauma was the Grove GTK 1100. Taking center stage on the Manitowoc Crane Group stand, the distinctive crane drew the crowds to watch its vertical telescopic mast and top-structure reach a

fully erected height of more than 140 metres. Figures alone do not do the GTK1100 justice. Its 76.5



*Star of the show? - the GTK1100 certainly drew the crowds.*

metre vertical tower is topped with a five-section 60 metre telescopic boom. But it is the machine's relatively small footprint that makes it suited to applications where set-up space is limited.

So far, 14 orders have been received including two units for German crane hirer Weisbauer which was heavily involved in the

design of the crane. According to brothers Thomas and Jochen Weisbauer, the main advantage of this €4.5 million crane is its reduced transportation costs, requiring only five trailers compared to the 25 needed for many lattice cranes.



*Brothers Thomas and Jochen Weisbauer, obviously pleased with being heavily involved in the design of the GTK1100, have ordered two units.*

Two new Grove all-terrains were also unveiled. The GMK5130-2 with the new Grove carrier cab and improved load charts and the GMK5110-1, a five axle 110 tonner slotting between the GMK5095 and the GMK5130-2. It is equipped with a five-section 51 metre boom and an 11 to 18 metre swingaway extension.

*New cab and improved load charts - the Grove GMK5130-2.*



On the same stand the Manitowoc Model 14000 attracted a number of buyers while the new Potain self erectors would have 'stolen the show' at a smaller exhibition.

Liebherr's new 1,200 tonne, nine axle LTM1200-9.1 drew the crowds. Claiming to be the world's most powerful telescopic crane, its 100 metre main boom is certainly the longest telescopic boom to date.



*The LTM1200-9.1 claims to be the world's most powerful telescopic crane.*

For many visitors this was also the first opportunity to see the massive 1,350 tonne LR11350 crawler crane which dwarfed everything in the vicinity.

*The enormous tracks of the LR11350 made a great slide.*



Like Grove, Liebherr also launched a five axle 130 tonner, the LTM 1130-5.1 with a 60 metre main boom and 10.8 to 19.0 metre swing-away with two seven metre lattice inserts. Its compact dimensions - 12.26 metre long and 2.75 metres wide - will be popular on confined city sites. Two new truck mounts designed for commercial truck chassis - the 45 tonne LTF 1045-4.1 and the 35 tonne LTF 1035.3.1 - offer lower axle weights, better fuel efficiency and standard tyres and components.

**Terex's** stand was dominated by its mine and quarrying products, however its crane display included the first showing for the four axle AC100/4, the 40 tonne TC40L PPM truck crane and the Changjiang, TC60L built in China.



First showing of the 100 tonne, four axle AC100/4.

No surprises from Terex but the company said that it is working on an easy to rig, quick assembly, 300 tonne, 6 axle AC300/6 which may make an appearance in June with delivery in 2008. It also gave a few details about its new nine axle, 1,000 tonne mobile - the AC1000/9.

**Tadano Faun** had a fantastic show, with six new models topped out by the ATF360G-6. Its new flagship will be built in Japan with a Faun carrier with the first unit already sold to Mammoet of Holland. On its own the ATF360 is a very accomplished crane with a 60 metre main boom, however it features a radically new telescopic extension, new at least to mobile cranes of this size. The second telescopic boom mounts to the boom nose to provide 120 metres of telescopic boom and jib. Other new products at the show were the 90 tonne ATF90G-4, the 50 tonne ATF50G-3, the ATF 40G-2, the GR550EX 55 tonne rough terrain and the HK40 commercially mounted truck crane.

Part of Tadano's impressive stand - the new GR550EX rough terrain with the ATF90G-4 in the background.



A lot of interest was shown in the uncomplicated Link-Belt HTT8690 - here surrounded by lattice cranes.

**Link-Belt**, exhibiting at Bauma for the first time since 1986, received a lot of interest in its uncomplicated 80 tonne HTT8690 truck crane, particularly from non-German visitors at the show. Highly successful in North America, Link-Belt wants to evaluate Bauma and SED feedback before making a decision to enter the European and world markets. Sharing the same stand was sister company, **Hitachi-Sumitomo** with the 120 tonne SCX1200-2 lattice boom crawler, sold to BPH in the UK for sheet piling work.

Italian manufacturer **Locatelli** - recently purchased by Italy's biggest rental company Venpa 3 - was showing its new 40 tonne ATC40 city crane and delighted to be situated opposite Grove's GTK1100 (and gaining interested customers because of it). The new crane was, of course, well underway before the purchase, however Venpa pushed hard for the machine to be at the show. It is also planning to ramp up production from the current 170 machines per year.



New owners Venpa 3 is pushing ahead to increase Locatelli production.

Fellow Italian crane maker **Marchetti**, launched two completely different models - the MTK1006 which is mounted on a four axle commercial truck chassis and the crawler mounted Sherpa Logiccrane



The Sherpa Logiccrane from Marchetti has outriggers to level itself on slopes.

CW65.42L. The 80 tonne MTK 1006 has a seven section 40 metre boom that stows over the rear, a 60 tonne version is available, the MTK60, with a five section boom that stows over the cab. Marchetti intends to



Dougie McGilvray (centre with shades) added a further two 600 tonne, SL6000 from Kobelco - making four in total.

remain a niche player, producing only 30-35 cranes a year. The Sherpa, which was developed with Crane Business of Holland, features outriggers allowing it to level itself on slopes while keeping its transport weight down.

The **Kobelco** stand had a very British look with every crane on the stand sold to a UK company. Largest was the new 600 tonne, SL6000 in Weldex colours. In a handover ceremony on the stand, Weldex managing director Dougie McGilvray promptly ordered two additional units making a total of four. Stent also had two cranes on the stand a 60 and 80 tonner.

The joint venture between **Kato** and **Rigo - Euro Rigo** - is currently in the transition between old and new. The company will continue to sell three existing models - the 50 tonne Rough Terrain along with the 90 and 130 tonne All-Terrain cranes - but is working on a range of new products for launch in 2008/2009. Kato also confirmed that it is seriously considering the re-introduction of its city cranes to Europe in the not too distant future.



These articulated pick and carry cranes from Indian manufacturer ACE will soon be made in Romania.

Indian manufacturer **ACE** displayed two articulated, pick and carry tractor cranes which it will be making in Romania following its acquisition of Forma. The 12 tonne 12XW and 15 tonne 15 XW-F are two of its best selling products in India and it is hoping that with a few changes they might become popular in Europe. CE certification is expected to take six months, in the meantime it is looking for dealers.

We expected to see **Spiering's** new seven axle SK2400-AT7 folding

mobile tower crane at Bauma but not the new four axle machine - the SK498-AT4. A 103 tonne metre lifting capacity crane it has 44 metres of outreach and 46.5 metre lift height. MD Leo Spierings said that the company is working on a single order for eight SK2400 cranes mounted on a crawler chassis to be delivered to a customer in Holland. To cope with increasing sales, the company has been expanding its manufacturing facility which should be completed later this year.



Spierings unexpectedly displayed this four axle SK498-AT4 folding mobile tower crane.

Italian manufacturer **Kegiom Lifting** made its debut at Bauma with a new mini crawler crane the 350 E4 Plus. With an outrigger base of 1.7 metres it can lift more than two tonnes, the best in its class, according to Kegiom. The crane can also pick&carry up to 1,250kg. The company which uses Hinowa crawlers and either Cormach or Maxilift cranes, is currently producing about 20 machines per month and looking for dealers.

Another new compact crane was the C3405 from Dutch company **Reedyk**. Using a lightweight Amco Veba crane, the unit has a maximum lift capacity of 1,750 kg and offers 290kg at 10.9 metres. Standard equipment includes a built-in generator, wireless remote control and GPS/GSM for remote trouble shooting and information access.

Dirk Reedyk with his compact crane which has a maximum lift of 1750kg.





City Lifting's new Unic 706.

Staying with compact cranes one of the most successful stands at the show was that of Unic crane - the company sold at least 10 cranes that were completely unexpected. Star of its stand was the 706, the world's largest spider crane. On show was the first production unit, destined for City Lifting's fleet in London.

Fellow Japanese producer **Maeda** was close by on the Kranlyft stand. The company also had an excellent show which suggests the spider crane has come of age in Europe. In addition to its spider cranes, Maeda had the 4.9 tonne LC785 compact crawler, possibly the prettiest crane you can buy. The company revealed that it will shortly be launching two new compact cranes with superstructure cabs. The LC1385M-2, while rated at 4.9 tonnes at 3 metres, could easily justify a seven tonne rating with its 18 metre tip height and strong load chart. At the smaller end it will also launch a smaller model the LC383M-3 2.7 tonner.

Dutch company **Monta-Rent** was showing its unusual 4x4x4 chassis under a Benazzato self erector crane which attracted a lot of interest including from the UK rental companies. Offering a 35 metre jib, 23 metres under the hook and 360 degree rotation, there is very little to compare it with.

**Arcomet** saw a great deal of interest in its **MTC** compact mobile tower crane. The new truck mounted



Monta-Rent put its 4x4x4 chassis to the test at the show.

AF30 and AF45 use a Faun carrier. Orders for eight units were received at the show mainly for the current model the AF38.

The MTC truck mounted tower crane was proving very popular. Arcomet will also be bringing its amazing stand to SED - go and check it out.



Italian crawler and foundation crane manufacturer **Enteco** has added a smaller model to its range of crawler cranes - the 18 tonne capacity E8018 - extending the range from 18 to 180 tonnes. Tracks extend from 2.5 metres to 3.6 metres for easier travel. The company says it has appointed a new UK dealer.



New UK dealer will be hoping for interest in Enteco's new 18 tonne capacity E8018 crawler.



XCMG had an impressive internal stand.

### Tower cranes

Flat tops, luffing jibs, saddles, city and self erectors. They were all on display with more producers than ever before.



Easy does it for Wilbert

More than 40 years as a tower crane rental company is the basis for the no-nonsense designs behind **Wilbert** tower cranes. Comments from experienced tower crane buyers suggests that these cranes are exceptional in terms of ease of use features. From a standing start in 2003, more than 75 cranes are now in use. Two new cranes on the stand included the WT205L e.tronic luffing jib with jib lengths to 60 metres and a maximum lift capacity of 12.0 tonnes and the WT150 e.tronic flat top crane with a similar jib length but half the

maximum capacity. Features include reduced transportation and handling costs and a flexible jib system.

**Saez** had nothing new on its stand, but watch out for the TLS 75 and TLS 80 at the end of the year. The company says that it is currently working on a luffing jib crane but that it will not be appearing for quite a while.

**Jost** tower cranes had an interesting exhibit - a single tower with its new JT132.8 topless saddle jib crane and a JTL68.4 topless luffing jib mounted on top. An unusual combination just for the show to save space but it attracted a lot of interest including a few looking for such a combination.



Amazingly, there were serious enquiries for exactly this set up!

According to Jost, with a suitable anti-collision system in place, it would work!

Rapidly developing **Wolffkran** launched its completely new large luffing jib crane - the Wolff 355B. According to Wolffkran's managing partner Peter Schiefer, this 355 tonne metre crane is its best yet and confirms its leading position in the sector.



Wolffkran had plenty to talk about including the new top slewing luffing jib Wolff 355B.

### Work Platforms

From the one man push around to a 100 metre truck mount, Bauma had it all. Here is a roundup of the more interesting and new equipment.

**Merlo** produced the most unexpected platform of the show - the MPR series.

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The most unexpected platform at the show - Merlo's MPR series combines a modified Roto telehandler chassis with an articulated telescopic boom.

The concept combines a modified Roto 360 degree telehandler chassis with an articulated telescopic boom lift mechanism. Available in three sizes with 20, 25 and 30 metre working heights the telehandler base gives fantastic rough terrain capability with four wheel drive and steer and a 40kph road speed.

Self propelled at full height, all models offer 16 metres of outreach, an overall width of between 2.25 and 2.5 metres, a short chassis length and balanced axle weights thanks to the riser that stows the boom centrally on the chassis and a mechanically rotating counterweight. Add 180 degrees of jib articulation, with optional rotation, an overall stowed length of about eight metres and 16 tonne GVW and the MPR series could have a wide appeal.

After all the hype, **Palfinger** launched its TA25, a new 3.5 tonne chassis, 25 metre platform. Available in two versions, Business mounted on a Mercedes Sprinter and Economy mounted on a Nissan Cabstar - the cheaper will probably be the more popular in the UK. The lift uses aluminium profiles to reduce weight while giving 14 metres outreach to the rear and 12.5 metres to the side. Production at Bison has increased four fold since Palfinger took over. A total of 233 units were produced last year with more to come.

Finnish manufacturer **Leguan** showed off its 4x4, 80SX skid



Aluminium and glass fibre keep the weight down on Palfinger's new TA25.

steer scissor lift which has already attracted the attention of rental company Ramirent. Claimed to be the first machine of its type, the machine has outriggers that can level on slopes of up to 25 degrees, a 20ft platform height, 1.2 metre platform extension and IC or electric power to work inside or out. Leguan is looking to add an extra scissor stack to create a 26ft machine.

**Palazzani** showed its new XTJ 42 which replaces its 38 metre model *Leguan 80SX* has already attracted the attention of Ramirent which has bought three for evaluation.





The new XTJ42 has a working height of 42 metres.

giving an additional four metres height with a similar weight and dimensions to the smaller machine. A new, 19 metre straight boomed machine - the TSJ 19 - was also on display.

With an all black stand Haulotte had only five machines on display, its two big booms, the 43 metre H43 TPX telescopic and 41 metre articulated HA41PX, two new telehandlers and its new Multijob MJX.

Alexander Saubot, Haulotte chief operating officer tries out one of the new platforms.



**Niftylift** with its biggest Bauma stand ever showed how wide its range is these days. The 17 metre narrow aisle HR17N, offers 9.6 metres of outreach from a 1.5 metre wide base, while the new HR18 is a heavy duty 18 metre machine with 300kg platform capacity. The HR12 4x4 bi-energy was also new to Germany. The company's new plant in Barnsley is now open helping add production capacity.

**Bil-Jax** from Archibold Ohio, has been in the access business a long



Bil-Jax is expecting good sales with its first CE rated model - the T134/98.

time but managed to squeak into Bauma with its first CE marked trailer lift - the T134/98. The 13.4 working height platform is typically American with a substantial structure that provides 9.8 metres of outreach with 225kg capacity.

A nicely finished machine its features include: forklift slots for lifting; a folding and removable basket allowing conversion into a lightweight crane and basket mounted outrigger and drive assist controls. Bil-Jax hopes to gain a 10 percent share of the UK/European market in the short term.

We spotted a small self propelled lift on the Copma stand - the creation of Walter Aldini of San Vittore-based **Techoil**. It weighs less than 300kg, the unit has a maximum platform height just over two metres. List price is €8,000.

**TCM** is adding 17 and 21 metre truck mounts

The man behind the machine - Walter Aldini - shows off the Steward.



to its range which now extends to 60 metres. Its first 50 metre lift has been sold to the Yemen fire brigade for delivery in June. Look out for a possible acquisition later in the year.

**Socage** showed a new 17 metre spider lift, with 7.5 metres of outreach and 200kg capacity which can also be used as a crane. The company says it has had some success with sales of larger truck mounts in Ireland. Allan Access is the distributor in the UK.

One of the few van mounted manufacturers at the show, Time Versalift showed two new models - the VT 51NF with a two stage extendible boom and the TEL 30/34 NE.

**Hinowa's** new 18.8 metre working height crawler spider lift - the Lightlift 19.65 - has a minimum width of just 786mm, six metres of outreach, 120kg capacity and a new 15hp Honda EG440 engine.

The new 18.8 metre working height spider Lightlift 19.65 has a minimum width of 786mm.



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Producing a low cost rental machine may make Kreitzler more popular in the UK.

German-based **Kreitzler** was showing a low cost version of its small scissor the KIB 12/107 aimed at the rental market. The company produces about 300 units a year and is looking for a UK/Irish dealer.

**Iteco** launched two new scissor machines, a 15ft IT 4680 M with a 360mm side extension to offer a wide deck, and the 4x4, 40ft IT 12180 with diesel or electric power.



A 360mm side extension is available on Iteco's new 15ft IT4680 M.

**UpRight** has a good show in terms of orders and used Bauma to relaunch its larger boom lift range beginning with the AB46. More than 100 orders have been taken so far.

**Holland-Lift** had a host of recently launched big scissors, star of the show was its latest Rough Terrain T-210DL25 MonoStar with a platform height of 70ft, a 7.3 metre extended platform length, 1000kg capacity and can drive at full height.

Holland-Lift was thinking in the box for this model of its new T-210DL25 MonoStar.



The 10,000th **Ruthmann** truck mounted lift, a 22 metre H220, was sold on ebay for €92,478.99. €18,500 of the proceeds was donated to a children's charity.



I got it on ebay for €92,478.99 and a children's charity benefited by €18,500.

Italian-built **Platform Basket** is testing the market with its new lightweight, 15 metre high extendible track spider lift the 15.75. If the response is good, look out for more in the range and also updated self-propelled booms.

**Dinilift** unveiled its all new 12 metre telescopic trailer lift with round cage and simple easy to use controls. So far only available with AC power. (See Dinilift profile on P29)

**Teupen's** assault on the UK market through dealer Ranger Equipment will be helped with two new machines the Leo 18GT - a 17.9 metre crawler platform - and the diminutive Euro B12T mounted on a Toyota Dyna 100LY chassis.

**Tecchio** showed three new machines - two with 22 metre working heights, one crawler mounted and one on a 3.5 tonne chassis - and a 16 metre working height machine which can be mounted on a 4x4 vehicle such as a Unimog.



Mounted on a Unimog chassis, the Teccio 16 metre platform has a 'go anywhere' capability.

The **PM Group** had several new machines including the 200kg capacity, 21 metre Octopussy spider, a 21 metre truck mounted platform, an addition to the Eagle S



The new Octopussy 21 metre spider platform has a 200kg capacity at a 9 metre outreach.

truck mounted range - the 62 metre high, 32 metre outreach 6232 - and the 35.5SP lorry loader.

**CTE** was showing its new Z21E truck mounted articulated platform. Installed on a 3.5 tonne chassis the has two articulated sections, a telescopic main boom and jib. A good sized basket can carry 200kg to an outreach of about 9.5 metres and 21 metres working height.

And last but not least **JLG** with the first glimpse of the European-built mast type 1230ES.



Korean manufacturer Soosan was showing one of its SCS range of lorry loaders from 4.2 to 36 tonne metres.



Bronto, one of the few companies religiously insisting on the wearing of harnesses had the tallest platform at the show, with its 101 metre truck mount.



This sand sculpture was a work of art



Sunward showed its SWTH3514



The compact MZ Imer has a 6m, 2.7 tonne lift.

### Telehandlers

The telehandler market is one of the fastest growing and most competitive of all equipment sectors. New entrants to the market included the much publicised **Haulotte** and the **Liebherr** machines, but there were also a few new surprises including Spanish manufacturer **MZ Imer** with its six metre, 2.7 tonne MZ-2706-Lift, Portugese-built **Galmex** with its compact 6516 Giraffe and inevitably, a Chinese offering from **Sunward**, the SWTH3514. A quick chat with American manufacturer **Pettibone** established that it will not attempt to bring its range of 'American' telehandlers to Europe, but will concentrate on its loader machines. One less to worry about then!

The on-going discussion as to which manufacturer is worldwide market leader continued as **JCB**



JCB launched two new HiViz telehandlers with improved rear view.

launched two new, low boom 535 HiViz telehandlers and continued to claim market leadership with a 22 percent share. Its new machines feature improved rear view with the boom pin pivot point lowered by 235 mm. Innovative use of materials and components also reduces overall boom dimensions by 13 percent.



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Reduced rear overhang and a 300mm tighter turning radius improves manoeuvrability. A side mounted JCB Dieselmix engine, new dash and instrumentation complete the package. A Tier III engine is available later in the year. In typical JCB fashion, the company claims to have risen to third in the league of world construction manufacturers based on numbers of machines manufactured (55,741). However by more usual measures of 'size' such as revenue, the company does not fair as well.

**Manitou**, which claims leadership of the rough terrain lift truck market showed the MRT 18 to 25 metre Privilege 360 degree models with Euro III Mercedes engines, providing an additional 13 percent power. Its latest cab design includes more space, electric windows and better visibility of attachments through the curved windscreen.

The MRT 3050 is now in production offering a lift height of 30 metres and maximum capacity of five tonnes. Variations include a jib and integrated platform with heights of up to 40 metres. Its MT 1030 ST also gets improvements including a turbocharged engine and standard LPS (Load Place System).



The MRT 3050 has a lift height of 30 metres and maximum capacity of five tonnes.

**Merlo**, had a typically impressive stand with several new products. Its new Panoramic P 55.9 CS uses a new frame design with reduced rear pivot point for increased rearward visibility. The all-new hydro-pneumatic cabin suspension improves comfort and is one of many new features including, a quieter Tier III engine and lower center of gravity for better stability. Five new compact Roto machines upgrade the previous K and KS models to a maximum load of five tonnes and lift heights to almost 16 metres. Slew has been increased to 415 degrees while the width has been reduced by 50mm and the length by 130mm. A larger outrigger base increases lift capacity while the cab includes single joystick, electro-proportional controls.



An impressive Merlo stand included the new Panoramic P55.9 CS.

**Caterpillar's** telehandler alliance with **JLG** is developing well although no new machines were at Bauma. An exclusive interview revealed that the 'new generation' of Cat European machines will be available next year. JLG's new owner Oshkosh is pleased with the alliance and is already close to Caterpillar using its engines in other products.



Mike Rafi JLG's general manager and Klaus Ukens Caterpillar's global manager - the guys that make the JLG/Cat telehandler alliance work.

**JLG** introduced a new and improved 'PS' series of machines with full powershift transmissions as standard, giving better tractive effort. Also on the stand was a machine in the green livery of Same-Deutz-Fahr, marking the three-year anniversary of the supply agreement that it launched at Bauma 2004.

As predicted **Faresin** - now separate from Haulotte - is expanding its range with three new models, the compact 1.9 metre high x 1.8 metre wide, six metre 2.5 tonne capacity 6.25, and two 360 degree models, the 15.45 and the 18.45, offering lift heights of 15 and 18 metres respectively with 4.5 tonnes lift capacity. The 360 degree models are quite sophisticated using a Canbus system for controlling capacity and stability, EISAS - an Electronic Integrated Safety Active System for monitoring load positions and Tier III Iveco engine mounted in line with the chassis.

**Haulotte** chose a dramatic 'black' theme for all of its products on

Expanding its range, Faresin had three new models including this 18.45 roto.



its stand - including its two new telehandlers. Alexander Saubot, Haulotte chief operating officer said that interest for the show units was so great that they would probably auction the stand models.

Haulotte's first two Top Lift HTL 4014 and HTL 4017 telehandlers have four tonne lift capacities with 14.1 metre and 17.2 metre lift heights. One of the main features of the machines is their stability which Haulotte claims is a result of a rear deck blocking system that reinforces lateral stability. The interlocking of the two axles is said to more than double stability. Safety features are prominent with several visual and audible indicators.

According to Saubot, the 1,000 units it plans to build this year will be sold out by June. The company needs to produce around 3,000 telehandlers a year in order to gain efficiency. Haulotte has set its long term sights on a market share of 10 percent - probably between 5-6,000 units per year.



Considering **Liebherr** had targeted Bauma for the official launch of its telehandler range it was a very low key affair. Yes, there were machines on the stand, but very little else. The units looked interesting with the oval boom and appeared to have good visibility.

**Bobcat** showed the small T2250 which it says has the features and benefits of a skid-steer loader, articulated wheeled loader and telehandler in one machine. Like its skid-steer machines, the

*Genie's new GTH6025 rotating telehandler was just part of an impressive display.*



The first Haulotte telehandlers have 14.1 metres and 17.2 metre lift heights.



The Portugese-built Galmax.

4.5 tonne telehandler can be fitted with a wide variety of attachments.

**Dieci's** new addition was the Pegasus 60.16. Like the larger 70.11 it unveiled last Autumn, the machine has the same features - Perkins engine and new cab. The company's new production facilities will be officially opened this month doubling its capacity.

**Genie** showed just one new rotating telehandler - the six tonne, 24.8 metre lift height GTH6025. The unit is operated via two electro-proportional four-in-one joysticks, with a button allowing the two speed transmission to 'shift on the fly'. The increasing use of electronics is seen in a maintenance service indicator and a black box that records 'functional parameters and anomalies'. An optional GPS module is available.

**KramerAllrad** had three telehandlers on its stand including the latest addition the nine metre 4009. Kramer will move to a new €30 million plant at Pfullendorf next spring, 20 km away from its current facility Uberlingen, with production doubling by 2010.