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Terex Demag's awesome 1250 tonne capacity crawler crane with just the 1000 tonnes of counterweight turned heads at the at the company's recent Zweibrücken facility open day.

Tracking progress

TAKING INTO account the above-mentioned clouded market conditions, a particularly active year this year in terms of crawler crane activity hardly seems like a fair reflection. But you only have to go back as far as the Spring and across the channel for a bit of reassurance from the convincing display provided by the Intermat contingent that all is not lost.

Manitowoc used the show to announce production plans of its new 250 capacity 15000 crawler crane. The unit is Manitowoc's first European model and is currently being produced at MCG's Grove facility in Wilhelmshaven Germany. The first unit is expected to roll of the production line by the end of the year in a bid to improve the group's presence in the EMEA region.

Senior vice president worldwide marketing and product support at Manitowoc Crane Group, Larry Weyers, told *C&A* that the decision to produce the machine in Europe was a huge step for the company and is a strong message of commitment to its European customers.

Weyers also suggests that something bigger than the 15000 is already in Manitowoc's pipeline. "The doors have recently been enlarged at Wilhelmshaven, but not for production of the

model 15000," he says. Visitors to Bauma in March next year can expect to see the 15000 on show in its full glory.

Also showcased at Intermat was Manitowoc's massive 18000 crawler version. US-based heavy lift specialist Lampson International was among the first customers earlier in the year to take delivery of the 600 tonne capacity machine, which was shipped to Australia in May to start work on its first project.

The Model 18000 was launched last December and fills a gap between Manitowoc's 272 tonne Model 2250 and its 750 tonne Model 21000. Reach capabilities vary from 36.5 metres up to 185 metres depending on how the crane is rigged, while transportation was a key element in the design process. Manitowoc's engineers have ensured that no single component weighs over 40 tonnes

Also seen for the first time at Intermat was Demag's watered-down version of its 300 tonne class CC 1880-1, the 275 tonne capacity CC 1500. The unit is based on the technology of the former crawler but without the Superlift attachment and less counterweight to produce an altogether lighter crane. The unit will primarily compete in

Numerous additions from the lifting community's crawler crane producers this year means that competition in a sluggish sector is as tough as ever. *C&A* looks at what's new on the market.

the US with Manitowoc's 999 and with Liebherr's 280 tonne capacity LR 1280 in Europe.

The product of the first phase of the European slant of Terex's agreement with IHI in Japan was also showcased in the 70 tonne capacity CC 280-1, prior to testing for conformity to European regulations. Terex has a long-standing agreement to sell IHI crawler cranes through Terex American in the US, which has now been extended to Europe, including the UK. The CC 280-1, built by IHI for Terex Demag in Japan, was shown fully certified for the European market at Terex-Demag's open day held recently at its Zweibrücken facility in Germany. A total of five crawler cranes will complete the line-up in the 50 to 200 tonne class under the agreement with IHI.

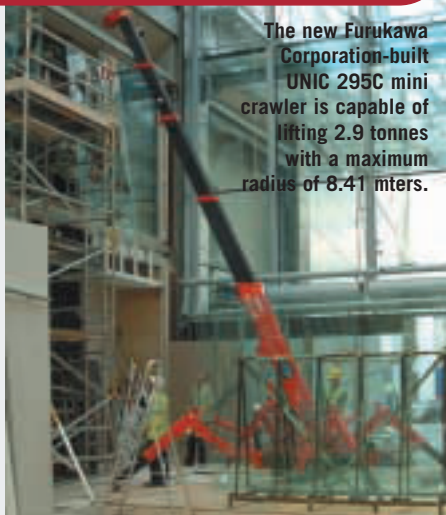
Also on show in Zweibrücken was an updated version of the CC 2800, the 600 tonne capacity CC 2800-1. The unit was displayed with a new hydraulic cylinder counterweight carrier which gives more flexibility when changing load radii, and Demag's IC-1 control system which allows the crane operator to access load charts in-between fixed angle positions of the crane's boom configurations. ▶ 34



ACCORDING TO Jos Verhulst of Kobelco Construction Machinery Europe, Kobelco's new 400 tonne capacity CKE4000 easily outlifts most other crawlers in the 400 tonne class, "even the 450 tonne Demag CC2500," he says.

The unit can lift 400 tonnes at a 5 metre radius and is now Kobelco's largest crawler crane to date. A 96 metre main boom and luffing jib configuration gives a maximum boom length of 132 metres, while in super heavy lift (SHL) configuration, the maximum combined length stretches further to 144 metres. In this configuration, the CKE4000 can lift 350 tonnes at a 14 metre radius. The unit is pictured here on the test-bed in Japan and two units have already been shipped to China. ■

CRAWLERCRANES



The new Furukawa Corporation-built UNIC 295C mini crawler is capable of lifting 2.9 tonnes with a maximum radius of 8.41 metres.

Size isn't everything!

UNIC CRANES Sales Europe and GGR Glass Services recently launched their latest attack on the European mini crawler crane market with the launch of the UNIC 295C mini crawler crane. Measuring just 0.6 metres wide, and capable of entering through a standard doorway, the 295C is a 2.9 tonne capacity machine with a maximum working radius of 8.41 metres. Incorporated into the design of the 295 is a computer controlled, intelligent voice warning system that informs the operator what mode of the crane is activated, such as crane mode or outrigger mode, to prevent improper use of the crane.

GGR Glass Services was founded back in 1996 and began hiring glass handling equipment to the construction industry. It today claims to be the largest supplier of specialist construction vacuum lifting equipment in the UK and Ireland. In 2001, however, the company discovered the mini cranes concept and established GGR Crane Hire, which currently operates a 20-strong, 1 to 3 tonnes mini crawler crane fleet.

GGR's initial search was for a mini crane for UK consumption that could be used in confined spaces but lift a relatively heavy weight at a good working radius. The company approached Japan-based Furukawa Corporation, which manufactures the UNIC range of mini crawler cranes, with the intent of importing into the UK and Europe. The absence of CE certification, however, had previously prevented the sale of the cranes into Europe, but the standardisation of the range to European specification by Furukawa and GGR, and subsequent input from UK testing and certification group SGS, resulted in the first UNIC unit to hit UK shores in the 15.45 metre working radius, 3 tonne capacity 506C.

A further unit based on UNIC's 2 tonne capacity mini crawler range was subsequently developed exclusively for GGR and resulted in the delivery of two pre-production versions of the 295C for CE-type approval. Further modifications were made to convert the 295C's engine to Liquefied Petroleum Gas (LPG), which is now available on all production models. Operators can use the petrol option to drive the machine outdoors and switch to non-toxic LPG when inside.

All UNIC mini crawlers are now available for hire through GGR or for sale through UNIC Crane Sales Europe. ■



The 600 tonne capacity CC 2800-1 on display at Terex-Demag's open day with a new hydraulic cylinder counterweight carrier which gives more flexibility when changing the load radius.

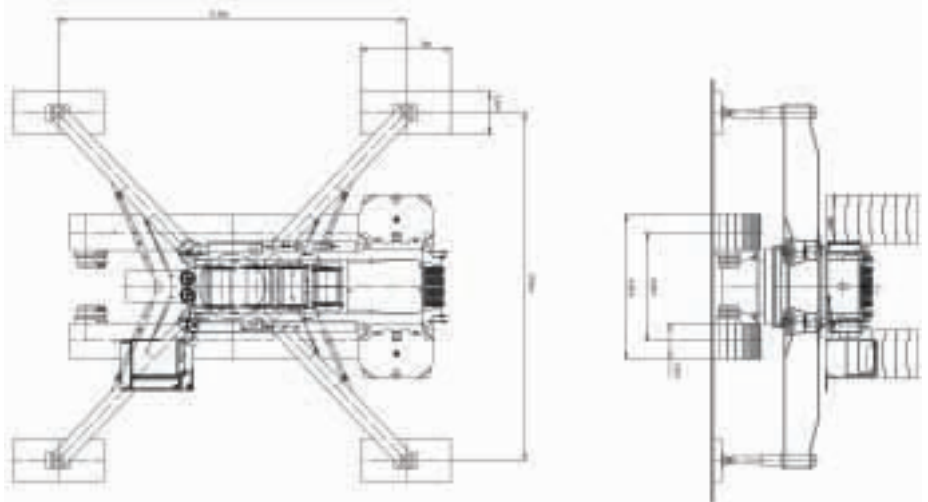
WINDS OF CHANGE

With in excess of 1000 wind turbines currently in operation in the UK and up to 82 wind energy projects in motion and planned for the near future, Liebherr and Scotland-based rental company Weldex have combined forces to produce a modified crawler for wind farm work. The 400 tonne capacity LR1400/2, currently in production at Liebherr Ehingen and to be delivered to Weldex in January 2004, will feature two slew rings, one for turning the upper, and one for turning the tracks.

Dubbed the 'W' system, the system allows fully rigged cranes to travel between wind turbine erection sites without the need for dismantling and re-erection for each wind mill. When the crane is being driven and arrives at a point where a turn needs to be made, the crane is jacked up, the tracks are then slewed to the desired direction of travel, the jacks are then raised, and the upper then slews in the conventional way. This way, the crane can turn 90 degrees.

The 'W' system, has a new centre section of the undercarriage which provides a track width of just 4.8 metres, instead of the usual 8.7 metres on the normal LR 1400, and to compensate,

(Below) A side and top view of the two-slew ring 'W' system and outrigger configuration on Liebherr's LR1400/2 - modified specifically for wind farm work.



outriggers set in a cruciform pattern extend to 11.5 metres for lifting. By January 2004, Weldex will have taken delivery of a total of seven Liebherr crawlers, including two, LR1130s, an LR1160, four LR 1280s for work on Heathrow Airport's T5 project, and two LR1400/2s for work on London's Wembley Stadium project and continuing windmill work.

Liebherr Werk Nenzing has also produced a special undercarriage with retractable tracks for



(Above) Link-Belt's new 348 HYLAB 5 features a new wider cab with 20 degree tilt, air conditioning, operator friendly controls, such as backlit gauges, adjustable armrest-mounted single-axis controls, and low-effort hydraulic pedals with minimal pedal range motion.



THIS NEW RTC 70/4 from TCM was just about the only crawler crane on show at the SAIE exhibition held in Bologna, Italy last month. The 70 tonne capacity machine features a 27.6 metre 4-section main boom and a 7.2 metre 3-section telescopic extension, which combined can be raised through the boom's working range of minus 2 degrees up to 80 degrees in 54 seconds. The crane's chassis is a high resistant steel 'monobloc' structure with a steel 'boxed structure' 360 degree swivelling turret fixed on top. ■

its 160 tonne capacity LR 1160, allowing the unit to travel on 5 metre wide roads. Liebherr says that it is the first 100 tonne crawler crane to use such technology.

A rare trip over to the US now for C&A and a particularly weak North American crawler crane market didn't prevent the launch one of the most recent newcomers onto the crawler market this year. Link-Belt's new 348 HYLAB 5 was launched in June and joins the company's crawler line at the top end of the range. The 300 USton (272 tonne) capacity unit has been positioned in the market to outperform and exceed the lift capacities in the 275 to 280 ton (249.5 to 254 tonne) crane class.

The crane is an altogether new machine designed by Link-Belt and Sumitomo and although no commonality exists between it and previous Link-Belt crawlers, sections of its long-reach boom will be compatible with future Link-Belt releases.

A key feature on the 348 H5 is a Max-Trax gauge widening feature which enables the widening or extending of the crawler's footprint to suit various job conditions. "The design focus here is to be able to get into tight areas with superior lift chart performance," says Pat Collins,

(Right) THIS MANITOWOC Model 999, owned by German rental company Helling, is currently being used for lifting duties for main contractor Alpine Bau at the Allianz Arena soccer stadium construction site in Munich, Germany. By the end of the hire period, scheduled for April next year, the crane will have lifted around 2400, 8 metre concrete sections, each weighing 15.5 tonnes.

To carry out the work the crane has been rigged with 30.5 metres of main boom, a 36 metre luffing jib and 135 tonnes of counterweight. On completion, the 66,000 capacity Allianz Arena, scheduled to open in 2005 before hosting the first game of the 2006 World Cup, is expected to be one of the most advanced soccer arenas in the world. ■



senior product manager for Link-Belt lattice boom cranes, "but then also to give the crane owner the ability to operate in the extended track gauge mode, in more open spaces to further maximise his capacities."

The unit has a four-section 21.3 metre basic heavy-duty boom and a 91.4 metre maximum heavy-duty boom, while a 25.9 metre long reach boom and a 108.2 metre maximum long reach boom are also options. Also available is a 129.5 metre maximum luffing attachment and the company says that this is the first in Link-Belt's ongoing modular system to be developed in a whole new class to maximise the performance of its lattice boom crawler range.

A counterweight removal system enables the lowering of the entire slab-type upper counterweight in one single package and setting down with no blocking required. Full counterweight is

made up of 13 slab sections, each designed to transport with various boom sections to minimize loads, while the counterweight removal system can self-detach, giving a main transport weight of 41.5 tonnes. An additional 34 tonnes of counterweights are divided between the front and rear of the crane's lower.

Link-Belt first introduced its hydraulic lattice booms back in 1987 and claims to have more than 2000 units operating worldwide. C&A



The Valla 20E TRX

VALLA CRANES has updated its 20E rubber wheeled mini mobile crane with the launch of a rubber tracked version. The 20E TRX is a battery-powered 2 tonne capacity unit which comes with the option of either black or white non-marking rubber tracks. Valla says that its electric mini mobile units offer an alternative to larger cranes and other lifting devices for indoor construction and industrial applications where space is restricted. ■



Hitachi and Sumitomo join forces

DIMINISHING MARKET expectations earlier in the year lead two of the world's most prominent lifting and duty crane manufacturers to join forces. The merger between the crane divisions of Hitachi Construction Machinery and Sumitomo Heavy Industries announced in June has created Hitachi Sumitomo and sees the integration of both company's global dealer networks.

A new research and development centre at the crane division of Hitachi's existing facility at Science City Tsuchiura, near Tokyo, Japan, will continue to be used for the production of the group's crawler cranes from 30 to 100 tonnes lifting capacity. Sumitomo's Obu heavy crane manufacturing plant near Nagoya will take care of the production of crawler cranes from 100 to 800 tonnes

capacity, while also being used as a crane modification facility.

Hitachi Construction Machinery Europe will distribute cranes under the Hitachi Sumitomo brand in Europe, Russian Federation, Africa and Near-East, while the UK and Ireland markets will be covered by HM Plant and NRC Plant. Other areas will be served by the Hitachi dealer network in co-operation with The Netherlands-based Doornbos BV. Today, the group's current models are being sold under the SCX series brand name and new models are already being developed in time for a bauma 2004 launch. ■