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Above: Italian producer, Cams Industriale, manufactures self-propelled industrial cranes under the Bencini logo. Pictured is the 15 tonne capacity, overhauled version of its SP150 model.

From the small yard, to the large industrial plant, material handling has changed out of all proportion over the last 25 years. Here we take a look some of the latest equipment at the backbone of industrial lifting.

# Industry boom

**INDUSTRIAL LIFTING** covers a broad range of equipment, from overhead travelling cranes to mobile hoists, from mobile yard cranes to compact indoor cranes and from telescopic handlers to special jacking systems and material lifts.

A good part of the UK crane industry was built on the supply of yard cranes, from UK producers such as, Jones/Iron Fairy, Neal & Co and Coles, however much of what was previously the domain of the industrial mobile crane, is now more-or-less that of overhead cranes, conveyors and loading docks. Occasional mobile crane requirements are generally covered today by hiring in, rather than based on crane ownership.

The continual development of world-class manufacturing facilities with aim of eliminating all mobile material handling elements, has also encouraged the demise of the mobile yard crane in recent years, with the decline of the UK manufacturing economy also playing its part.

Despite these general changes, some applications, particularly in larger facilities, still require the versatility of a mobile yard crane, the vast majority of which are now produced in Northern Italy, one of the most highly-industrialised and efficient manufacturing centres in Europe. Companies such as Valla, Ormig, Bencini and new entrant, Christiani, produce a wide range of yard cranes up to 60 tonnes capacity, and all have been busy developing new product launches in recent months.

**JACK BE NIMBLE....**

**A KEY** attribute of the yard crane is its pick-and-carry capability. Smaller units are able to manage their entire load chart on wheels without the need for outriggers, while some include a carry-deck in order to transport the load safely at greater speeds. Key characteristics include compact dimensions and good manoeuvrability to reach all areas of a facility, sharp angle and rear-wheel-steer give front axle stability and good pivoting capabilities, some applications require superstructure rotation for working in storage aisles.

The aforementioned Verona-based firm, Christiani, recently launched its CT300Y, which features articulated steering, similar to that used on wheeled loaders. The company says that that the 30 tonne capacity unit is designed for heavy handling work in confined spaces and is available as a diesel, electric or diesel/electric hybrid version, the latter two versions providing up to 8 hours operation on a single battery charge.

Various attachments can be fitted to the unit's jib, including forks, a working platform and hydraulic or mechanical jibs up to 8 metres long. With no additional counterweight, the CT300Y can lift 30 tonnes at a 1 metre radius, 14 tonnes at 4 metres and 5.2 tonnes at 10 metres.

Also in Italy, Ormig topped its range of pick-and-carry cranes with its new 60tm model, also available in diesel, electric and diesel/electric format. The unit has been developed for the 60 tonne capacity class and, as with the Christiani unit, various alternative attachments can be fitted, including a fly-jib, self-levelling forks for the handling of 30 tonne container loads free-on-wheel, and additional self-levelling forks for handling loads up to 28 tonnes inside containers.

Two new models in the 5 and 15 tonne capacity class come from another Italian producer, Cams Industriale, which manufactures self-propelled units under the Bencini marque.



**THE INCREASED** volumes of telehandlers on UK job sites, combined with the crane and industrial-type jobs that they are becoming more commonly applied to has alerted the Health & Safety Executive (HSE) and the Construction Plant-Hire Association (CPA). Earlier in the year, the HSE said that because telehandlers are mainly used for lifting materials at height, they should be subject to the Lifting Operations and Lifting Equipment Regulations (Loler) and so telehandlers could soon be forced to adhere to the same safety laws as mobile cranes. ■

## INDUSTRIAL LIFTING



**Above:** Ormig topped its range of pick-and-carry cranes with its new 60 tonne capacity, 60tm.

The Bencini self-propelled cranes range from 2 to 20 tonnes capacity and are available as either diesel or electric versions with attachment options such as hooks, jibs, forks, crates and pincers. All models in the range incorporate a rugged boom assembled on a central bearing disc, which provides both left and right rotation for carrying longer loads parallel to the crane.



**Above:** Christiani recently launched its CT300Y with articulated steering, similar to that used on wheeled loaders.

### US MOVERS

**OUTSIDE OF** Europe, a wide range of industrial cranes are still produced in North America. US-based Lift Systems' recently launched its Nimblelift TF4560 telescopic fork lift, capable of lifting 27 tonnes up to 3 metres, and 15 tonnes up to 4.3 metres. By replacing the forks with a Riggers boom attachment, the maximum lift height with the full 27 tonnes capacity is boosted up to 7 metres, and up to 4.9 metres from the front bumper with a 10.5 tonne load. A Mobilift boom attachment can also be fitted, which gives a 6.7 metre lift height with the maximum load, and 13.65 tonnes at 4.3 metres from the front bumper. A jib 'stinger' will add up

**Below:** Caterpillar has sourced 75 per cent of the parts of DCI's new 8 tonne capacity, RTI63-09 industrial rough terrain mobile crane.



to 4.6 metres of reach with a maximum load of 6.8 tonnes. It can also climb a 15 per cent gradient with a full load, and a 26 per cent gradient when empty, and is capable of a 0.45 metre turning radius with the counterweight retracted and 6.5 metres with it extended.

Also in the US, Finning distributor, DavCrane Inc. (DCI) recently turned its attention to producing an industrial mobile crane with rough terrain capabilities. Its RTI 63-09 is an 8 tonne capacity unit, based on a Caterpillar telehandler, and features a rear-mounted, 17.07 metre, 3-section boom. A front-mounted carrydeck can handle loads of up to 1.977 tonnes, and a fixed 10.67 metre swing-away jib is available as an option, providing a maximum tip height of 26.21 metres. The RTI 63-09 is based on the UK-built TH telehandler line produced by Caterpillar, which sources 75 per cent of the DCI machine. The unit is currently awaiting CE approval for marketing in Europe.

### TINY BUT MIGHTY

**MORE RECENTLY**, a host of highly compact and lightweight mini cranes have entered onto the market, offering new solutions to many industrial lifting problems. With LPG, or even electric power and dimensions of just 60 centimetres wide, these machines can get right in close to the load, while being extremely gentle on epoxy coated flooring, often found in indoor locations. Represented in the UK by Kato Parts & Service Ltd, Maeda has produced a five-strong mini crawler crane line ranging from 0.995 to 4.9 tonnes lifting capacity, of which the company has sold 30 units this year. One of the top-sellers for Kato has been the mid-way, 2.85 tonne capacity M-285 CRM(E) launched last May. Paul Rosevere of Kato Parts & Service Ltd says that the market can expect the launch of new LC version at the upcoming bauma exhibition in March. Dubbed the LC785, the unit will be capable of lifting 4.9 tonnes at a 2.1 metres radius and 0.2 tonnes at 14.52 metres. Maximum boom length will be 15.63 metres and maximum lift height, 16.35 metres.



## Shuttlelift changes hands

**US-BASED** marine and industrial crane producer, Shuttlelift is under new ownership, following the purchase of Marine Travelift, of which Shuttlelift is a subsidiary, by Jim Ashton and Stephan Pfeifer. The Marine Travelift group of companies, which also includes Amerifab, producers of large steel components for the boat hoists and industrial cranes produced by Marine Travelift, was purchased from long-standing owners for 75 years, Gerald and Allen Lamer.

Shuttlelift's two main product lines include rubber-tyred gantry cranes and carrydeck pick-and-carry yard cranes ranging from 15 to 800 tonnes lifting capacity. It also produces utility digger derrick cranes. Marine Travelift produced the world's largest mobile boat hoist in the world, currently located in Singapore where it provides a lift capacity of 800 tonnes. ■



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# INTRODUCING THE NEW 20 TRX

These are pictures of the new Valla 20 TRX. It is one of the new breed of battery powered mini mobile cranes.

The Standard model is equipped with rubber tracks and is already proving to be a great success in the industrial and construction sectors.

The 20 TRX from Valla provides a powerful lifting solution in confined and restrictive spaces.



## CONSIDER THE ADVANTAGES OF THE NEW TRX 20

Lightweight - 2150Kg

Low Ground Loadings

Choice of Track

Battery Powered - NO fumes

NO Outriggers

Pick & Carry suspended loads

Working Area needed is far less than most other Mini Cranes

25 Percent Gradeability when not carrying any loads

Load onto most small plant transporter or 2500kg capacity trailers

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# Valla

Right: Valla cranes recently updated its 2 tonne capacity, 20E rubber-wheeled mini mobile crane with this rubber-tracked version, which the company says offers an alternative to larger cranes for indoor industrial applications.

Also making the headlines recently was GGR Glass, which along with UNIC Cranes Sales Europe launched an latest attack on the European mini crawler crane market with the Furukawa Corporation-built UNIC 295C mini crawler. 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.

GGR Glass managing director, Graeme Riley, said that the company'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, with the intent of importing into the UK and Europe, but 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. C&A



## Down to the wire

A JOINTLY-funded project between Kinshofer UK, UK manufacturer of steel reinforcement, BRC, and UK fleet operator, Seymour Transport, has resulted in a new grab attachment for handling wire mesh. The specially adapted Kinshofer 923-S grab has been fitted to a new fleet of seven radio remote controlled Atlas-Terex AK 120.2E knuckle boom cranes for loading and placing wire mesh on-site.



According to Kinshofer, the grab eliminates the need for the traditional use of chains for handling this type of material.

The grab is fitted with a hydraulic accumulator to maintain constant hydraulic pressure, while a mechanical dampening system fitted between the crane link and rotator head controls the swing when the knuckle boom is in operation for accurate positioning of the attachment when handling loads..

"Conscious of the Health and Safety Executive's (HSE) on-going campaign to improve working methods in the construction industry, we made the deliberate decision to re-think our entire approach to materials handling," says Hugh Thompson, Seymour Transport's managing director. "Our operators can now work remotely from the knuckle boom in complete safety, using a grab which speeds up and simplifies the whole process of loading and unloading on site. The grab can lift every size and dimension of material from 4.8 to 5.9 metres long, with centres ranging from 100 to 400 millimetres." The total span of the grab's hooks is 1.509 to 2.409 metres, with lateral hook centres of 1.075 metres. ■



Above: Outside of Europe, a wide range of industrial cranes are still produced in North America. Pictured is Lift Systems' 27 tonne capacity Nimblelift TF4560 telescopic fork.

## Largest ever order for KCI

KCI KONECRANES has received its largest ever order for rubber tyred gantry cranes (RTG) from the Israel Ports Authority (IPA). The H29 million (UK£20.06 million) order comprises 24 new-generation Konecranes VLC RTGs and the reserve option to buy a further 15 additional units at a further cost. The order is part of IPA's huge US\$900 million (£493.95 million) port expansion program to expand and modernise its Haifa, Ashdod and Eilat commercial sea ports, where it is expected that cargo growth will grow by an annual average of 6 per cent in coming years.

The RTGs will be delivered to the new Hayovel project at Ashdod port, Israel's leading port for the handling of general cargo, minerals and containers, and one of the few deep-water ports in the world to be built in open sea. The first deliveries will be made in April this year with the first ships expected the following July.

The 16-wheel, one-over-four containers high RTGs provide a maximum lift height of 15.24 metres and a span of 22.56 metres and will be six-plus-truck lane wide. "Since introducing our new generation design eight years ago, we have seen rapid growth in our share of the market," says Kikko Uhari, managing director of Konecranes VLC Corporation. "The world market is approximately 300 units per year and during the last 12 months, we have sold 75 RTGs." ■

