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Take a closer look at what Tadano can do for your business.
Learn which models are available in your region at tadanoworld.com



An early Ormig crane with founder Guido Testore



PAST, PRESENT AND FUTURE

In industries such as machinery moving, industrial maintenance and material handling, pick & carry cranes excel having been designed specifically for the job at hand and evolving over more than 80 years, albeit a little differently in each country. Imogen Campion reports.

While small two axle city or All Terrain cranes such as the 13 tonne Kato CR-130Rv city crane, the 35 tonne Liebherr LTM 1030-2.1 or the 40 tonne Tadano AC 2.040-1 can handle this type of work, their size, base boom length, manoeuvrability and diesel power can't match the agility or pick & carry ability of an all electric Valla, Ormig, Galizia or JMG. Purpose built to lift and transport heavy loads over short distances, often indoors, they thrive in cramped spaces with low headroom where traditional cranes or forklifts may struggle.

However, when it comes to rough or uneven terrain, pick & carry cranes face a significant drawback. Their smooth solid tyres, heavy rigid frame and inability to level up - while excellent for working on firm level surfaces - limit their versatility. These cranes excel in controlled environments such as warehouses, factories and industrial sites, where concrete floors and level ground are the norm. However, they struggle to maintain performance on loose gravel or in soft, muddy conditions. In such challenging terrains, telehandlers and RT forklifts come into their own - horses for courses if you like.

A precursor to the modern mobile cranes, pick & carry cranes were widely used, not only in industrial applications but in some countries - such as the UK and Australia - in rental fleets. As a result, cranes in those markets developed differently with products like the Iron Fairy, Taylor Jumbo or Coles Speed cranes in the UK and articulated cranes like the Franna in Australia, with more speed for local road travel



10 tonne JMG MC100RE

and avoiding the need for a trailer. Meanwhile in India, a cost effective articulated tractor based alternative was adopted.

In Italy nothing much has changed in terms of overall concept, but in recent years the technical developments and styling have improved beyond recognition. In the USA carry deck cranes became popular led by Drott, but in the 1950s the first Grove crane was more like the Italian machines in terms of basic concept and were almost the only show in town when it came to hydraulic cranes. Then along came truck and Rough Terrain cranes which would eventually replace industrial pick & carry units. In Germany early Demag, Krupp and Liebherr mobile hydraulic cranes were also pick & carry models often looking decidedly weird but performing well in the role they were used for.

The size of the pick & carry crane market in the UK, Italy and the USA kept a couple of dozen or more manufacturers busy over several decades, but decline came with the rise and spread of operated mobile crane rental in several European markets such as the UK, Netherlands and France.



13 tonne Kato CR-130Rv



35 tonne LTM 1030-2.1



A Rough Terrain Hoist forklift

That created a booming telescopic truck crane market replaced by All Terrains with Rough Terrains playing their part in developments.

THE PALLET CHANGED EVERYTHING

Perhaps the more significant factor though was the arrival of the pallet! This led to a massive surge in forklift sales and in some markets the emergence of telehandlers which could handle routine industrial material handling much more efficiently.

However, in recent years, the pick & carry market has seen a resurgence of interest, largely driven by the introduction of innovative and highly functional models, particularly from Italian manufacturers. This new wave of pick & carry cranes has revitalised the concept to a point.

A BRIEF HISTORY

The pick & carry crane played a pivotal role in the evolution of mobile cranes, gaining prominence during and after the second world war. The concept of unloading and loading materials from delivery trucks with a crane that could also transport it to where it is needed or stored and then when required move material around the factory, was a requirement in every market with a manufacturing base particularly the USA, UK, Italy and Germany etc... As mentioned above Grove was one of the pioneers, but only because it needed something to load and unload axles for the farm wagons it produced. Unable to find what it wanted it designed and built its own. The Grove brothers found that whenever a customer visited its little production plant, they would also want one, so they started improving their designs and manufacturing them, thus Grove crane production began and farm wagons were dropped.

The second World War effort also inspired developments with Drott generally credited with the introduction of the carry deck crane in the US, which allowed loads to rest on the chassis deck while travelling across the larger factory spaces of logistics centres. In Europe, the development followed a different path, with Coles, Jones and others building larger slewing models with everything apart from the axles and chassis being in the superstructure. Booms were either solid, or cantilevered lattice booms. These cranes can occasionally still be seen in small boatyards or the corner of a sawmill. Then along came the Iron Fairy and Taylor Jumbo cranes. While in Germany, Demag and later Krupp began making similar products. Italy's Ormig and Valla joined the fray in the 1940-50s and in



Coles Speed Crane



Valla's first pick & carry model

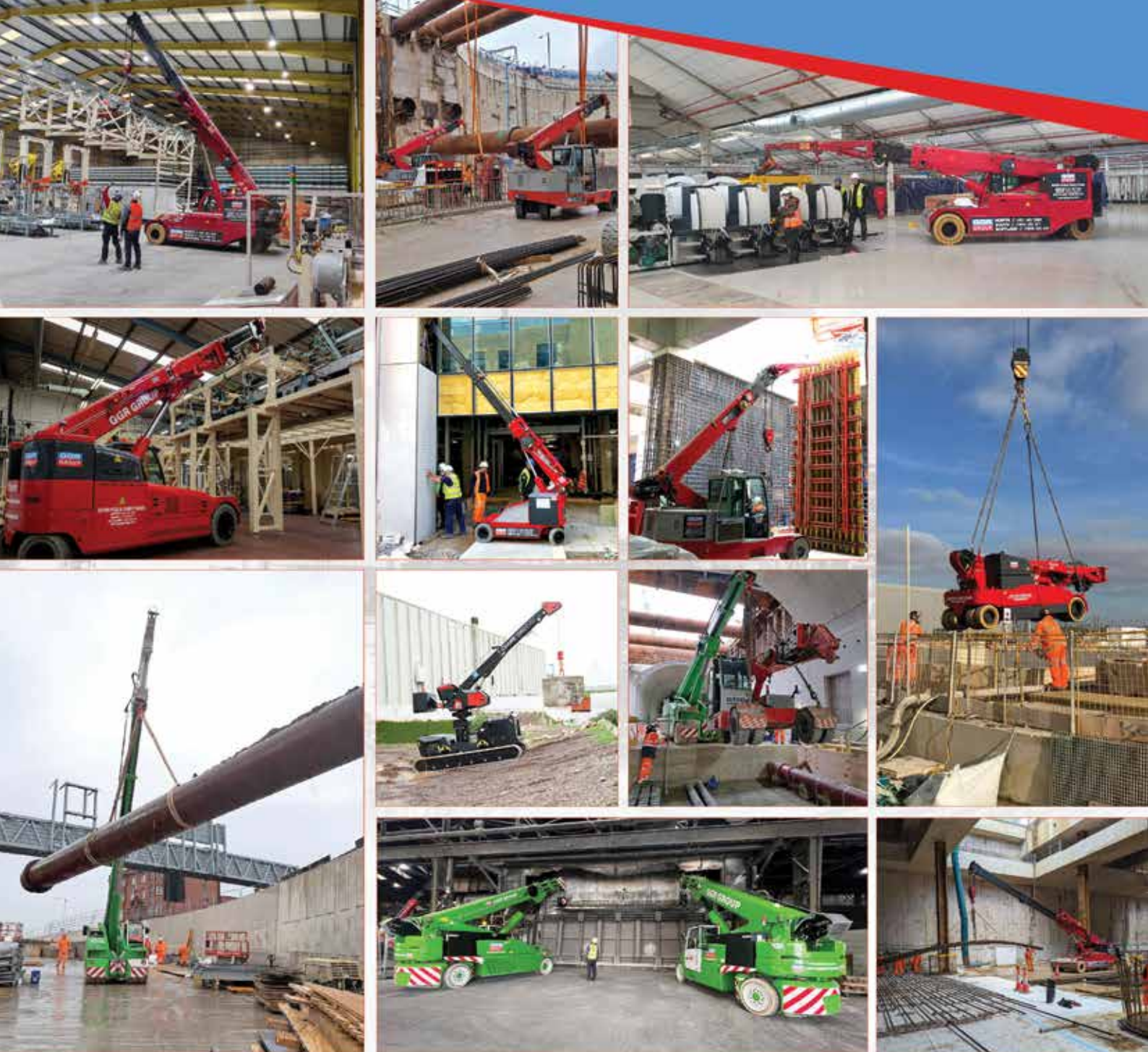


A modern Valla All Electric 30E

Japan, Kyoei Kaihatsu (later Unic and Tadano) contributed significantly by the late 1950s. The 1960s introduced iconic UK models like the Iron Fairy and Coles acquired Taylor and created the Speed crane. In Australia articulated tractor based cranes became popular but soon morphed into more sophisticated and heavy duty models that look like the 'Franna' articulated pick & carry cranes of today. In India the tractor crane can be seen everywhere, but they can be dangerous if not handled correctly.

Post war rebuilding in Europe spurred on Italian crane manufacturers, including Valla, established in 1945 and Ormig in 1949. Valla introduced its first models of pick & carry cranes in 1961 and since then innovations have regularly followed, such as the all electric 30E in 1972 and the first hybrid in 1999.

Since then, the pick & carry market has grown significantly with - according to this year's Cranes & Access source guide - 26 manufacturers worldwide including Ace Cranes and Escorts



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18 tonne ACE crane

Kubota in India, Franna in Australia, as well as Bailey Cranes, Lift Systems, Shuttlelift Cranes and Zee Cranes in America to name a few.

ANOTHER CONTENDER

Landoll, a new player in the European pick & carry field displayed its PT40 Precision telehandler at this year's Vertikal Days. The company was founded in 1963 by Don Landoll in Marysville, Kansas, USA as Quick Service Welding offering welding, radiator repair and blacksmith services before becoming an agricultural equipment manufacturer with products such as trailers for the farming industry. Over the years, Landoll's focus has evolved and the company expanded its product line to include a variety of heavy equipment for industries such as construction, material handling and transportation.

Throughout the 1980s and 1990s, the company introduced a range of innovative solutions for lifting, loading and transporting large machinery resulting in the development of the 18 tonne PT40 in 2018. It fills a niche on industrial and construction sites that require precise lifting and transportation, slotting between traditional pick & carry cranes, telehandlers and big forklifts.

The Landoll PT40 has a three section main boom and a maximum capacity of 18.1 tonnes at a 600mm load centre, which it can also take to its full height of 6.1 metres. Maximum forward reach of 2.43 metres. If the optional six

tonne auxiliary counterweight is installed, the maximum capacity increases to 21.7 tonne. All available free on wheels of course.

The unit is compatible with a variety of attachments, but the most interesting is what it refers to as the Machinery Boom, which replaces the forks on the carriage via a quick connect coupling system. Essentially the Machinery Boom is a two section horizontal manually telescoped and pinned jib, which provides 3.4 metres of reach from the carriage to the hook centre. Capacities range from 17.5 tonnes at 600mm or 3.5 tonnes at 3.6 metres both at a hook height of 7.6 metres. With the extra counterweight installed, the capacities rise to 21.4 and 4.6 tonnes respectively.

Powered by a 3.0 litre diesel engine, the PT40

features a hydrostatic drive system that allows forward and reverse travel speeds up to six mph. It can generate nine tonnes of tractive effort, enabling it to move an 18 tonne load up a 24 percent slope/gradient. It offers three steering modes: Front wheel steering for standard movement, rear wheel steering for tighter turns in confined spaces and crab steering for diagonal movement.

The PT40 has an overall stowed height of 2.2 metres, with an overall height of 1.8 metres and an overall weight of 21 tonnes when equipped with the auxiliary counterweight and boom. A wireless remote controller with LCD colour display shows a range of data including load position and capacities.

There are currently more than 70 units in America and six in Europe, sold by distributor and machine moving company Keith Rhodes Machinery, which took delivery of its first Landoll PT40 in 2021, the manufacturer's first export unit.

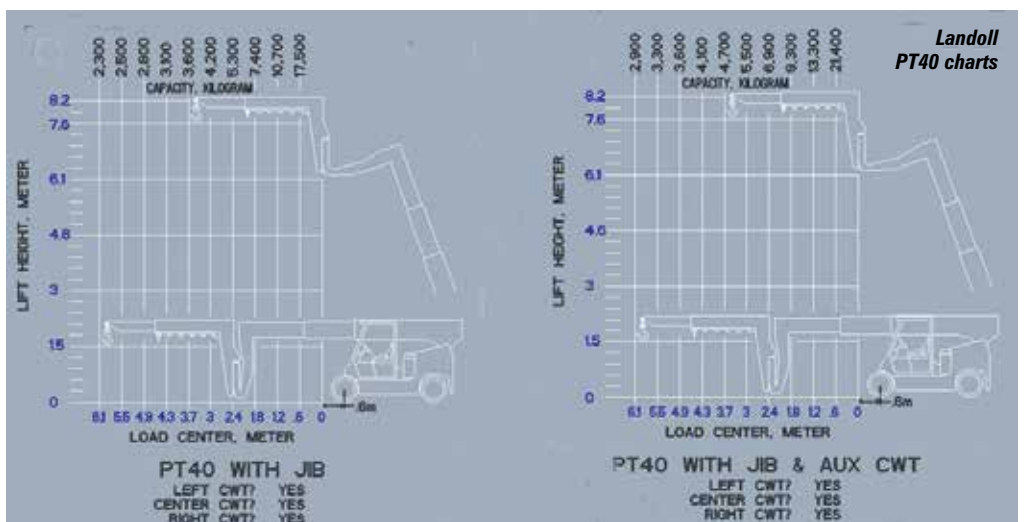
KEITH RHODES

Based in Gloucester, UK, Keith Rhodes Machinery is the official European dealer for Landoll. Established in 1982 it specialises in machinery installations, removals and relocations across Europe, using its own transport fleet.

Operations manager Chris Palmer tested the first Landoll machine extensively before the company took on the distributorship. "We used our PT40 for over a year before deciding to become a dealer," he said. "We wanted to ensure the product was reliable and met our standards before committing to represent it."



The Landoll/Keith Rhodes stand at Vertikal Days



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Keith Rhodes' two Landoll PT40s



"As a company known for machinery moving and installation, we knew that our name would be directly tied to the product. If the PT40 didn't perform as expected, customers may think that we let them down. So, we took our time to thoroughly assess the product's quality and performance."

As machinery movers, Palmer believes that selling the Landoll to other machine movers provides a competitive edge, "who better to sell the product than someone like us in the industry that this machine is designed for." So far it has sold four units to three different companies as well as running two of its own.

When compared to competitors such as Versa-Lift forklifts or Hoist Liftruck, Palmer believes the Landoll PT40 offers several advantages. "The Landoll can lift up to 21 tonnes and due to the boom, it offers more flexibility than a standard forklift with the added trackway, machinery jibs and forks. One major advantage is that at around 21 tonnes it is light enough to be transported on a standard trailer without a police escort, a planned route or special permits, which are required with some of the larger Versa-Lift models."

Keith Rhodes also runs several Versa-Lift forklifts in its fleet and says that despite being a good machine they have their challenges. "When using boom attachments with the Versa-Lifts, you must add a manual extension to reach the required height of seven metres, but that puts

you 2.5 to three metres off the ground before you even begin lifting. In contrast, the Landoll, with its current configuration, allows the hook to sit directly on the ground and then lift to eight metres in one movement," says Palmer.

PT40 VS FORKLIFTS

The PT40 is compatible with various attachments including forks, boom extensions, winches and jibs expanding its range of applications. "A lot of other manufacturers produce standard pick & carry cranes, whereas the Landoll is a hybrid version. Companies like JMG have been around for 17 years making purely pick & carry cranes, while others produce heavy conventional forklifts. The Landoll fits between these two and aims to combine the best of both worlds."

Manufactured in Kansas, USA, Landoll may take some time to gain traction in Europe, especially when compared to sophisticated products like Valla, Ormig and JMG. Speaking of the challenges Palmer says: "Landoll works with its distributors on product improvements. When our first unit arrived in 2021, I mentioned to sales manager Al Connelly, that adding an extra counterweight to create the PT48 would be a great idea. They made it happen and we ordered our unit with the extra feature and every unit we've had since has come with it. Delivery times also tend to be shorter, for example units are available in the first quarter of next year and I know some manufacturers can't deliver until 2026."

MIDLAND MACHINERY

Midland Machinery offers machinery removal and crane rental in the UK's West Midlands and took delivery of its Landoll two years ago. Managing director Carl Ames said: "We are often handling high level and long reach jobs. For several of our customers, we have used the Landoll to place items onto mezzanine floors or loading decks, which is where it comes into its own. For example, we did a strip out job in Gloucester where everything was on a raised plinth, so with the forks we were able to lift things off and reach over the other side of the plinth very easily. It's also very easy to use, you can use either joystick or a handheld remote controller which functions exceptionally well, allowing you to load and unload onto a trailer or carry out the entire operation remotely. Despite not massively increasing productivity, so far it has been 100 percent reliable and I know there was talk of building a bigger one, so if that does materialise, we'd be very interested in that."

FLEGG PROJECTS

Flegg Projects, a machinery installation business based in Aylesbury, UK, has two Landoll's in its fleet. Managing director Jayson Flegg said: "As soon as my machine turned up it was so good I bought another!"

Flegg runs a fleet of forklifts, truck mounted cranes, forklifts including Hoist and JMG pick & carry cranes, so the addition of a PT40 seemed a natural progression. "We have two electric



A Landoll PT40



Flegg Projects' PT40



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PICK & CARRY CRANES



Hoist 40/60



Manitowoc introduced its 13.6 tonne Shuttlelift SCD15 carry deck crane in 2017 updated in 2021



Ormig 30iek

JMG MC100's and our Hoist 40/60 are brilliant, but its reach is limited to only three metres," he said. "While the pick & carry's are also great, they require a fork attachment on the end. The Landoll is a hybrid of the two, it's a jib truck with forks with a better reach. With the Hoist forks, the maximum lift height is 2.8 metres, but the Landoll allows lifting up to seven metres."

OTHER NEWS

Manitex Valla - one of the pioneers in the Italian market with cranes ranging in capacity from 1.8 to 25 tonnes - will launch eight all new models next autumn with capacities ranging from 35 to 50 tonnes. Among other features the cranes will incorporate a new 'futuristic' design and new technical advances, two of which are patented.

The new machines will join the eight new models that Valla has launched over the past two years with capacities from 4.6 to 18 tonnes. Although still at the prototype stage, each model will follow the company's practice of offering remote control versions with no cab, or versions with cabs for those who prefer it.



New Manitec Valla models

Another veteran participant in the Italian market, Ormig, offers cranes between 5.5 and 100 tonnes. Its latest addition launched last year is the 30 tonne battery powered 30iEk. It has an overall width of 1.98 metres, an overall length of four metres and an overall height of 2.2 metres. Total weight ranges from 17 to 27 tonnes depending on the number of modular counterweights installed.

The unit features a 10.7 metre ultra heavy duty three section boom with a maximum tip/lift height of just over 12 metres at which point it can handle up to 16.5 tonnes. The 30 tonne maximum capacity is available at around 800mm beyond the front bumper. The maximum radius is 7.4 metres with boom horizontal, at which point it has a capacity of 4.7 tonnes.

The standard hydraulically controlled boom nose or 'Power Tilt nose' if you prefer, has up to 90 degrees of offset for fine tuning the load placement.

TURN ON THE SPOT

The new Ormig crane features two front wheel direct drive electric motors, with what it describes as an 'electronic differential' enabling

a machine with two wide spaced wheels with a 90 degree steer angle to almost turn smoothly on the spot, without scrubbing the front drive wheels. It works by sensing the rear wheel steer angles and adjusts the speed of each front wheel to match. In a 90 degree turn the front wheels will even counter rotate.

The design minimises the turning radius while maintaining stability through four corner support points, compared to the three wheel geometries used by some manufacturers to achieve the same level of manoeuvrability. Optional attachments include a range of hydraulic or mechanically offsettable extensions.

RELATIVE NEWCOMER

JMG, established in 2008, is a relative newcomer to the market but has almost certainly become the leading manufacturer with models with capacities ranging from 750kg to 70 tonnes.

This year the company has launched the 15 tonne MC100.08 telescopic pick & carry crane which can also double as a telehandler and featuring an extendable frame similar to other larger JMG pick & carry models. It offers a choice of three interchangeable booms - a two section short boom for a compact machine with a lifting height of eight metres, a longer three section boom with a 10 metre lifting height and a short two section heavy duty boom best used when using the machine with forks which offers a capacity of 14 tonnes at a height of five metres with a load centre of 600mm. The forks can be replaced with a hook. The short three section boom stows almost within the length of the machine at 3.8 metres and offers a lift height of eight metres. The third interchangeable option is the three section long boom which has a lift height of 10 metres but provides a slightly longer stowed length.

ITALIAN CARRY DECKS

JMG also has a range of three electric carry deck cranes with capacities ranging from 10 to 50 tonnes and able to operate for up to eight hours on a single charge.



JMG MC100.08

The 10 tonne MC100RE features 360 degree hydraulic boom rotation, independent outriggers and a remote control. The mid range 22.5 tonne MC22500RE adds a longer hydraulic boom for greater reach and at the top of the range, the 50 tonne MC50000RE has an extended hydraulic reach and foldable, extendable outriggers.



GGR has recently purchased two 40 tonne Galizia GF420 pick and carry cranes

UPDATES

There are several other competitors to the traditional pick & carry crane cranes - Versa-Lift, Hoist, and Landoll in North America and more Italian manufacturers including spider crane company Jekko which offers four fully electric 'Mini Picker' models with lifting and pick & carry capacities ranging from 600kg to five tonnes. The company has also announced plans to update the 600kg MPK06, 990kg MPK10 and two tonne MPK20 models, incorporating redesigned glass manipulators and several new functionalities.

The smallest model in the range is the 600kg MPK06, which Jekko claims is the only crane of its kind that can be used with a manipulator and vacuum handler, or in hook mode, while complying with EN 13000 regulations. It has a maximum lift height of four metres and a maximum radius of 2.1 metres. The rear-steer crane has an overall width of 765mm, is just 1.85 metres long without an attachment and has an overall height of 1.48 metres. It's pick & carry



Jekko 600kg MPK06



MC 250.09 FL

capacity is 600kg.

PT40 ALTERNATIVES

In 2021, Italian manufacturer JMG announced its new concept in the form of the MC 250.09 FL industrial forklift/pick & carry crane although first deliveries were not until 2023. It offers 2.49 metre long forks and a four section telescopic boom mounted horizontally on a three section mast giving a hook height of up to 7.5 metres and a maximum reach of 3.5 metres and capable of lifting eight tonnes with the mast vertical.

Tilting the mast forward extends the horizontal reach to five metres with a capacity of 5.6 tonnes although the lift height is reduced to just over seven metres. The maximum capacity of 25 tonnes is available at up to 500mm in front of the machine and as with all capacities is available at full height.

When used as a heavy duty forklift the unit is equipped with the 2.5 metre long forks which can remain in place along with the boom. Lift

height on the forks is 2.7 metres. Weighing 25 tonnes, the MC 250 has a stowed overall height of 2.78 metres and an overall width of 1.8 metres.

The MC 250 has a 1.2 metre extending chassis moving the counterweight up to 1.2 metres to the rear, for maximum lifting capacities. The overall length is 5.3 metres when extended or 4.1 when retracted. Capacities given above are with the chassis extended although they are still pretty good with the chassis retracted, a maximum of 17 tonnes at 500mm and up to 5.7



Versa-Lift 40/60

tonnes at its maximum radius of 3.55 metres.

Built in the USA the Versa-Lift 40/60 is another industrial telehandler and alternative to the Landoll, matching its maximum lifting capacity of 18.1 tonnes with the frame retracted. However, unlike the Landoll, the Versa-Lift can lift up to 27.2 tonnes when the frame is extended.

The 40/60 has a chassis weight of 15 tonnes with removable counterweights adding 7.2 tonnes. The boom weighs 2.7 tonnes and the forks contribute 1.3 tonnes, giving the machine a total weight of 26.3 tonnes. Its mast has a

forward tilt of 12 degrees and a backward tilt of seven degrees. It offers a gradeability of 47 percent when empty and 20 percent when fully loaded.

Additional features include a machine override capability in case of lever or pedal failure and a built-in lift capacity calculator. Optional features such as remote control operation, fork positioning, side shifting and an XT option for an additional four feet of lift are also available as well as custom forks.

Finally, the Hoist FR 40/60, has a capacity of 18.1 tonnes with the counterweight retracted, or 27.2 tonnes when extended and at a load centre of 900mm. It is powered by an LPG engine driving a two speed hydrostatic drive train.

The Hoist includes a two stage, free lift mast and a carriage with a fork positioner, as well as a hydraulically powered multi-stage telescopic boom. The operator cab has a digital display unit for monitoring key functions. ■



Hoist FR 40/60



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Manitex Valla: the Original Pick&Carry cranes.



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