



THE STRONGEST SIX-AXLE CRANE ON THE MARKET.

With its self-rigging MegaWingLift™ and 79 m luffing jib, the GMK6450-1 is the strongest six-axle heavy-duty crane on the market. It offers compact dimensions and the strongest load charts paired with a fast set-up time making it the ideal solution when the job gets heavy.

- Long reach, strong capacities, excellent maneuverability and small footprint
- Self-rigging MegaWingLift™ with a setup time <20 minutes
- Single engine design with EUROMOT 5/ Tier 4 final and ZF TraXon 12-speed transmission with Fuel Saver Mode
- Best operator comfort and convenience
- Grove® CONNECT™ telematics system for real-time access to the entire fleet

GMK6450-1

- Capacity: 450 t
- Main boom: 60 m
- Maximum jib: 79 m
- Maximum tip height: 136 m
- Engine: Mercedes Benz 430 kW
EUROMOT 5/ Tier 4 final

GROVE®
CONNECT™



IMPROVEMENT BY INCREMENTS

The past year has been interesting with the leading All Terrain manufacturers - Liebherr, Manitowoc and Tadano - adding new cranes and/or improved technology, with a good deal of it on show at Conexpo in March.

Liebherr - the world's leading AT manufacturer by some distance - has been relatively quiet, introducing an upgraded LTM 1090. Tadano had no brand new ATs but displayed its latest offerings - the 250 tonne AC 5.250 and 300 tonne AC 6.300 - seen at Bauma last year, and also spoke of a new 650 tonner that may be unveiled next year. However, the major new product unveiling at the exhibition was the eight axle, 700 tonne Grove GMK8700. It will be interesting to see if this innovative new crane influences the nominal capacity of Tadano's 650 tonner? Its AT product line is currently capped at the 500 tonne AC 8.500-1, following the aborted introduction of the 600 tonne ATF 600G-8 some years back.

GROVE ON THE UP

Over the past few years, Grove's line up of All Terrain cranes has been making steady inroads into a market that has long been dominated by Liebherr. The new cranes all feature strong performance characteristics, plenty of features and good build quality with a more cohesive look to the range, all of which has been winning over new customers and perhaps more importantly, customers that gave up on the brand a few years back.

The latest model and range topper is the 700 tonne GMK8700 - a product of the Wilhelmshaven team in Germany led by Malte Schroder, manager IPD projects. Schroder has been responsible for the All Terrain development projects for several

The GMK8700 has two boom options - 54 and 80 metres - both of which feature the company's 'Megaform' design with interchangeable telescopic sections



models, including the well received 400 tonne GMK6400.

The new GMK8700 has been three years in development, and the crane on display at Conexpo is one of three prototypes which are now going through the load chart, functional and drive train test phases.

"Our aim was to have the strongest machine on eight axles, and I am very pleased with the result," said Schroder. "The 8700 nomenclature is easy to understand - eight axles and 700 tonnes - and the crane features a new driver's cab based on the smaller one we displayed at Bauma."

The cab features the option of a foldable bed, coffee maker, blackout curtains, smartphone connectivity and a high-definition screen for engine and vehicle information both when moving between jobs and when working.

WHY 700 TONNES?

"Competitors have machines in this sector - we have two 450 tonners - the six axle GMK6450-1 and the seven axle GMK7550, which is an older crane and will be superseded. We have nothing larger and need to close the gap with the competition. The new superstructure cab will feature on all five to eight axle cranes going forward."

The GMK8700 has two boom options - 54 and 80 metres - both of which feature the company's 'Megaform' design with interchangeable telescopic sections. A range of lattice extensions are also available, along with a 107 metre luffing jib, which is said to be quicker to rig and



Grove unveiled its new range topping 700 tonne GMK8700 at Conexpo

features a single back mast and will normally be matched with the self-rigging MegaWingLift super lift system. Maximum counterweight is 175 tonnes made up of five and 10 tonne slabs, all of which are interchangeable with the GMK6400, GMK6400-1 and GMK6450-1 models. The crane also features Manitowoc's Variable Position Counterweight (VPC) technology, allowing the operator to adjust the counterweight position to enhance capacity or reduce tailswing without the need to add more counterweight.

Road travel was a major design priority and depending on local regulations the GMK8700 can travel with the boom over the front or on a dolly behind the crane. The new carrier also incorporates the MegaDrive system with an adaptive electronic braking system. Removable rear outriggers can also help reduce weight. Overall weight is 96 tonnes/12 tonnes per axle with the main boom in place, but without counterweight or rear outriggers.

Powered by a Mercedes diesel with ZF transmission, five of the eight axles are driven - three mechanically and two hydraulically - and two axle groupings are available, one for road travel and the other for tough job site ground conditions.

Controls include the next-generation CCS 2.0 crane control system and Connect telematics fully integrated into the crane's systems. The crane can be self-rigged without an assist crane which is only required when using the luffing jib system. The maximum boom jib/extension length is 160 metres.

Production is scheduled to begin at the end of 2027, in the meantime the company says that Conexpo generated a great deal of interest both from existing Grove customers and non-Grove owners.

LIEBHERR UPDATES 90 TONNER

Liebherr's latest All Terrain is the updated four axle 90 tonne LTM 1090-4.2, which becomes the LTM 1090-4.3. The crane now features the



The GMK8700's maximum counterweight is 175 tonnes made up of five and 10 tonne slabs



Liebherr LTM 1090-4.3

LICCON3 control system, driver assistance systems, variable axle loads and increased capacities.

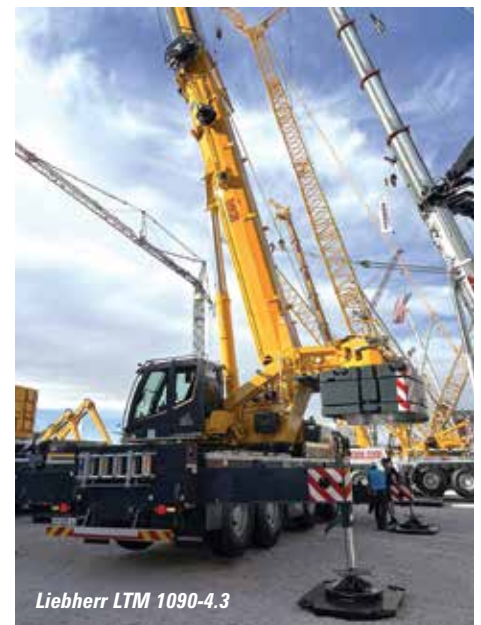
The third generation of the LICCON control system (Liebherr Computed Control) features completely new software and programming language, faster

data bus, significantly more memory and higher computer performance.

The larger touchscreen display in the superstructure cab is easier to use, with revised and simplified information display. In addition, LICCON3 cranes are prepared for telemetry and fleet management as standard allowing owners to view and evaluate relevant data using the MyLiebherr customer portal.



The cab of Liebherr's new LTM 1090-4.3



Liebherr LTM 1090-4.3



Tadano AC 6.300-1

NEW CABS ALL ROUND

Like the Grove GMK8700, the Liebherr also features a new chassis cab with a new automatic heating and air-con system, multifunction steering wheel, side roller blind, improved instruments and modules, new displays and a central locking with remote key and a 'Coming and Leaving Home' function. All light bulbs are LED including headlights, rear lights, cab interiors, and on the boom and extensions.

The new model supersedes the LTM 1090-4.2 and can be configured with 10, 12 and 16 tonnes axle loadings. Liebherr says switching between the driving modes is quick and easy using the quick-change ballast system. The LTM 1090-4.3 can carry up to 8.8 tonnes of counterweight within the 12 tonne limit, making it a decent taxi crane.

The 60 metre main boom is a similar length to its predecessor, but performance has been improved particularly when fully extended and elevated to a high angle - ideal for assembling tower cranes.

Other standard features include ECOdrive, ECOmode, VarioBallast and VarioBase. The DynamicPerform clutch module of the ZF TraXon transmission is said to provide wear-free starts and manoeuvres without overheating, as it transmits the engine power via an oil-cooled plate pack. A Blind Spot Information System (BSIS) and the Moving Off Information System (MOIS) provides protection for pedestrians and cyclists, while a feature said to be gaining in popularity is the new RemoteDrive enhanced radio remote controls. This allows operators to move the crane from outside the vehicle, giving control of the superstructure and chassis and steering.

TADANO'S LATEST

As mentioned earlier, Tadano did not unveil any brand new All Terrains at Conexpo however, the 250 tonne AC 5.250-2 and the 300 tonne AC 6.300-1 made their US debut, following their launch at Bauma. The company did reveal, however, that it is in the process of developing a high capacity eight axle model - probably a 650 tonner - although that is not confirmed and



A screenshot from the Hey Tadano app

with Grove introducing the 700 tonne, eight axle GMK8700 that might change?

The company is placing a heavy emphasis on its

technology with its 'Hey Tadano' voice activation system launched and going live at the show. 'Hey Tadano' is an AI-powered assistant specifically for Tadano equipment, with the ability to provide accurate answers instantly without relying on external sources, allowing users to find answers at all times of the day or night, wherever they are. For example, "Hey Tadano What is the weight of the top jib section of the AC 7.450-1 (it is about 1,150kg)". It understands and answers in more than 50 different languages.

The 250 tonne AC 5.250L-2 has a 79 metre eight section main boom, compared to the seven section 70 metre boom on Tadano's previous 250 tonner, while 5.8 to 30 metre lattice extensions take the maximum tip height to 112 metres. In spite of the extra boom section, the new crane can still meet 12 tonne axle loads with the 10 x 6 drive, 16:00 wheels, outriggers, 32 tonne extension brackets, a Vario hook block, and 250kg of gear onboard.

Where 16.5 tonne axle loads are permitted, the AC 5.250L-2 can travel on public roads with the 10 x 8 drive, outriggers, a 12 metre extension, 500kg of rigging, a 32 hook block and 20 tonnes of counterweight.

Project manager Peter Kleinhans said: "Our AC 5.250L-2 is top of the class when it comes to load moment at 736 tonne/metres achieved at a radius of seven metres, on a 13.5 metre main boom and a 105.2 tonne load. In addition, we offer an optional heavy lift attachment for loads up to 138.7 tonnes on the short boom with additional sheaves. And thanks to the standard IC-1 Plus crane control system, the possible radius can be increased considerably in certain areas of the slew range."

The five axle crane features a 79 metre eight section main boom with a range of 5.8 to 30 metre lattice extensions, taking the maximum tip height to 113 metres.



Tadano showed its new AC5.250L-2 All Terrain at Conexpo, sold to Peninsula



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About Gouweleeuw

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We work daily on assignments for leading manufacturers such as:

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- Manitowoc
- Kobelco
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But of course we also work for importers, dealers and end users (both new and used equipment) such as:

- Global Crane Services
- Allelys Installations Ltd.
- DM Cranes Ltd.
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- Qsprey Marine Ltd.
- Stoddart Crane Hire Ltd.
- Foster Crane & Equipment Ltd.

Transport service

Have you bought a crane in Europe? First have the crane sprayed in your corporate colours at Gouweleeuw!



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Recent project

Liebherr LTF 1045-4



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Late last year German rental company BKL Baukran Logistik purchased the 50,000th crane to be manufactured at Liebherr's Ehingen facility, a 300 tonne LTM 1300-6.4

HARD TIMES AHEAD?

The unsettled global economy and trading conditions of the past 18 months or so have taken their toll on all multi-national companies, and the major crane manufacturers are no exception.

By far and away the largest producer of All Terrains - Liebherr - saw sales of mobile and crawler cranes drop 6.8 percent in 2025 to €3.65 billion, following a sharp rise in revenues a year earlier. Mobile cranes - ATs, RTs and crawlers - represent 25 percent of Liebherr group revenues of €14.77 billion. North America, Non EU Europe, Asia and Oceania all declined, partly offset by small gains in Africa, South and Central America and the European Union.

Liebherr believes that 2026 will continue to be a challenging economic environment, "with global uncertainties, geopolitical tensions and ever increasing competitive pressures."

Liebherr Holding managing director Steffen Günther said: "We expect customers to remain cautious when it comes to investments. Even though the group has started the year with a promising volume of orders, we are not anticipating a marked period of growth until 2027. Until then, we will use the time to target our investment on our facilities, innovation and sustainable solutions."

Being a privately owned family company with no real debt, Liebherr has always focused on the long term, seemingly happy with whatever profit is generated taking the good with the not so good. Publicly quoted businesses such as Tadano and



Noriaki Yashiro



Dean Barley

Manitowoc have to face investors on a regular basis and keep an eye on their share price and return on capital, no easy balance for a chief executive that wants to look to the longer term.

MIXED RESULT FROM TADANO

Japanese crane and aerial lift manufacturer Tadano's results for 2025 saw higher revenues, but lower margins and a further decline in profit before exceptionals. Revenues were ¥349.5 billion

(\$2.2 billion) up 19.9 percent thanks mainly to the inclusion of the Manitex business, and to a lesser extent the new 'TIS' -Tadano Infrastructure Solutions division from the recent IHI acquisition. Pre-tax profit before one-off asset sales was 26.5 percent lower at ¥11.57 billion (\$72.6 million).

Mobile crane sales, which include All Terrains, Rough Terrains and Truck cranes were 3.9 percent higher at ¥207.1 billion (\$1.3 billion).

Unlike Liebherr, mobile cranes make up almost 60 percent of Tadano's revenues. Mobile crane sales in Japan declined four percent last year, while overseas sales were seven percent higher.

Tadano still seems to be straining with the consequences of its takeover of Demag in late 2019. After some initial integration errors, it made some positive moves in terms of leadership changes last year, particularly in Europe and its operations in Germany - Tadano Demag in Zweibrücken and Tadano Faun in Lauf.

Noriaki Yashiro is now chief executive of the two businesses taking over from Kenichi Sawada, who returns to Japan. Dean Barley, chief executive of Tadano Americas, now also oversees European sales, customer support, marketing and quality control, in addition to his duties in the Americas including Manitex.

Tadano's chief technology officer Hiroyuki Goda will head up research and development for mobile crane engineering in Europe, with the brief to ensure that innovation remains anchored in the German sites.

NEW INVESTMENTS

Investments include acquiring more land to add to its production capacity, building a new repair workshop, upgrading production lines and logistics flows at its plant in Dingler Strasse, Zweibrücken and a new repair shop in Zweibrücken. A new European spare parts centre in Lauf is scheduled to be operational in a few months, while it is also expanding production and storage capacity along with new boom assembly lines.

STRONG FINISH FOR MANITOWOC

Manitowoc Crane's full year results for 2025 were slightly higher than in 2024, but the year ended with a bit of a pick-up. Total revenues increased almost three percent to \$2.24 billion, while pre-tax profits were six percent higher at \$12.4 million. Revenues from 'Non Machine Sales' - services,



Tadano AC-5250L-2



An MGX truck equipped with Hiab loader crane



BMS Strangeland's 15 Sany crane order arrives at the port

replacement parts, rental and distribution etc - jumped 9.8 percent to \$690.5 million. This is all part of the company's strategy to build a strong independent aftersales business to help deflect the cyclical nature of new crane demand.

In order to make this a reality the company has been investing heavily in its MGX distribution and rental operations, which includes a distribution deal with Hiab, allowing it to sell, install and provide all round product support for Hiab cranes in a number of states.

Speaking after the results were published chief executive Aaron Ravenscroft said: "In 2026 we expect more of the same conditions in the US market, but our optimism in Europe continues to grow. We started the year with a backlog of \$794, which is 22 percent up on a year ago. We



MGX's Hiab territory and service centres

continue to execute our strategy and are planning to add new distribution and support locations in Chile, Mexico, France, and Portugal."

RECENT TRENDS

Over the past few years, the main changes in the All Terrain market has been the introduction of hybrid power and a much higher profile of the major Chinese crane manufacturers in western markets. They have already built a strong bridgehead in parts of Africa and South America as well as Asia of course.

After years of effort with little progress, Sany and XCMG have finally started to gain a foothold in Europe and North America, and not only for crawlers and Rough Terrains, but All Terrains. One example of this is BMS Strangeland - the joint venture between Danish crane and access company BMS and Norway's Strangeland. It placed a large order at the end of last year for 15 new Sany mobile cranes which included five, 250 tonne Sany SAC2500E All Terrains for operations in Norway, Sweden and Finland with a further 10 hybrid 250 tonners due over the next year. This follows on from its purchase in 2024 of a two Sany crawler cranes, a 200 tonne lattice and an 80 tonne telescopic - both of which have been working in the Oslo area.

BMS Stangeland's chief operating officer Trond Helge Skretting, who also heads Crane Norway,

said: "This is a significant step in strengthening our presence throughout Scandinavia. These machines are of top quality and come equipped with advanced technical features that will be highly appreciated by our operators."

At the end of last year Dutch international heavy lift company Mammoet took delivery of a 60 tonne XCMG XCA60-EV hybrid All Terrain. The crane is designed for the European market with a 48 metre, six section pinned main boom, topped by a 9.2 to 16 metre bi-fold offsetable swingaway extension that takes the maximum tip height to around 66 metres. It combines a Mercedes diesel with a 170kW electric motor, which according to the company typically reduces fuel consumption by around 40 percent compared to the pure diesel model.

XCMG Europe chairman Zhen Li said: "This delivery is more than just a product handover - it's a step forward to redefine the possibilities of sustainable lifting. We are proud to support Mammoet's efforts to reduce environmental impact, and we look forward to seeing the XCA60-EV contribute to a cleaner and more efficient future."

And a few months ago, Mammoet added another hybrid All Terrain, this time, the world's first 150 tonne Grove GMK5150L-1e plug-in hybrid to be delivered. Launched at Bauma last year, the GMK5150L-1e features a 60 metre main boom, while the long boom version - the GMK5150XL-1e - has a 68.7 metre boom. Both models have the exact same load charts as the regular diesel versions along with most of the componentry and features, including the CCS control system with boom configurator, and the Maxbase variable outrigger set up.

The new crane combines an electric powered superstructure with the regular five axle carrier. The hybrid system features a 180kWh battery pack that is supposed to provide around eight hours of typical operation. It can also be operated while plugged in and recharging, extending the continual operation to around 20 hours, depending on the application.



At the end of last year Mammoet took delivery of a 60 tonne XCMG XCA60-EV hybrid

 **TADANO****AC 5.250L-2**

LONGER, HIGHER, FARTHER

The Tadano AC 5.250L-2 sets benchmarks with its 79-meter main boom, the longest in its class, and a system length of up to 109 meters. This crane excels in urban applications, such as lifting heavy loads on tall buildings over obstacles and is ideally suited for erecting large tower cranes. Its load moment of up to 736 tonnes and self-erecting extensions ensure unparalleled versatility and efficiency.

Innovative features like the IC-1 Plus control system and optional Surround View ensure precision and safety on every job. Coupled with exceptional transport configurations and an eco-friendly engine, the AC 5.250L-2 is built for efficiency, reliability, and sustainable operation.

Reaching new heights

www.tadano.com

ALL TERRAIN CRANES

Mammoet recently added the world's first 150 tonne Grove GMK5150L-1e plug-in hybrid AT



The crane can be recharged from both AC and DC power supplies or through an integrated 170kW generator in the carrier. The battery pack is also recharged while travelling between jobs.

Mammoet operations manager Eelco de Leeuw said: "Sustainability is one of the key drivers of our business. In the Netherlands and beyond, requirements are increasing rapidly. Cities such as

Amsterdam, Rotterdam, and The Hague already enforce zero-emission targets for many projects, and carbon footprints are increasingly evaluated before contracts are awarded."

Manitowoc's mobile crane product manager Andreas Cremer added: "The battery capacity on this unit was carefully sized following a comprehensive job profile analysis to ensure

full coverage. Combined with the 'charge while driving' feature, these Plug-in Hybrid cranes deliver exceptional flexibility and independence - capable of handling the toughest jobs without relying on grid charging."

However, only a very few rental companies or contractors are purchasing or demanding hybrid/electric cranes, due to their higher price and fears over charging logistics. And in spite of the zero or low emission edits, contractors are generally resistant to paying the necessary higher rental rate. It would seem that while the idea of reduced emissions and noise from hybrid/electric cranes appeals to most people, actually putting up the money is totally different.

NEW AT TYRE FROM BRIDGESTONE

One of the major consumables of an All Terrain crane is its tyres. As the number of axles has increased for a given capacity in order to make it easier for cranes to travel on the road fully equipped, so has the number of tyres, even on a relatively common four or five axle crane you are looking eight to 10 tyres per crane, and there are now 11 axles units around! With prices for tyres ranging from between £1,800 to £3,500 each, replacing a set is a significant investment. Tyre technology is continually developing and new products such as Bridgestone America's 445/95R25 V-Steel Highway Service 3 tyre for All Terrain and truck cranes.

The VHS3 has a load/speed index of 174 F and can handle 6,700kg at a speed of 80kmh. It features advanced rubber compound technology and sidewall construction, which the company says reduces heat build-up, minimises irregular wear and extends tyre life by 12 percent compared to its predecessor. The tyre's 23mm tread design includes wide grooves and extended lugs. A redesigned casing features a lighter belt, bead structure and shoulder design to help reduce fuel consumption while maintaining load capacity. ■



The Bridgestone VHS3 has a load/speed index of 174 F and can handle 6,700kg at a speed of 80kmh

The Grove GMK5150L-1e can be recharged from both AC and DC power supplies or through an integrated 170kW generator in the carrier



The Grove GMK8700 was the largest capacity AT at Conexpo

Strong, long and easy

LTM 1400-6.1

Clever and simple set-up processes for rapid deployment. As the smallest crane with Y-guying, it's the perfect entry into the large crane class. This 6-axle crane is extremely flexible and economical thanks to a wide range of options and the familiar and proven technologies from Liebherr. Driver assistance systems guarantee safety on every road.
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LIEBHERR

Mobile and crawler cranes

