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Cranes

09 Truck Cranes Getting a Facelift

23 Crane Repair & Refurbishment a Major Business

Specialized Transportation

13 Bolster or Turntable

18 Goldhofer's new 'STEPSTAR' semi lowloader gives higher payloads and greater flexibility

20 Effect of COVID-19 on Road Logistics and Impact on Movement of Goods

30 Eicher launches BS-VI solution - EUTECH6; unveils new-gen vehicles across 4.9T- 55T

31 First Cometto MSPE delivery to Taiwan

Material Handling

21 Haulotte telehandlers: Stability & Safety

22 Godrej Material Handling launches new Bravo Electric Three-Wheel Forklift

25 Potain introduces latest lifting technology for high-rise and home building sector

35 AMCS technologies trains crane operators on anti-collision systems

28 Terex brands GENIE® GR™, QS™ & GRC Vertical Mast Lifts updated for global use

29 PALFINGER PCC 57.002 crawler cranes ideal in tight spots and perfect for indoor jobs
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There has been a slew of new truck crane launches in recent months with more advanced safety and technical features for higher productivity and more reliability. P.P Basistha reports.

Demand for truck cranes is being spurred by modernization and expansion in industrial and core infrastructure projects, including refineries, roads and bridges and so on. With a view to the current scenario of time-bound projects, tightening of finance, demand for safety and high productivity, manufacturers are introducing better equipped products with technically advanced features and positioning them more aggressively in the marketplace.

Says Sanjay Saxena- Sr. VP & Business Unit Head-Heavy Equipment Sany Heavy Industry India, “We have upgraded our 25 ton and 50-ton truck cranes, 25 T Crane was earlier mounted on commercial chassis. Our brand-new offering is the STC 500 C, 50-ton truck crane which can be used for heavier and versatile applications in power plants, roads, metro projects etc. We have also modernized our 25-ton truck crane (STC 250 C) for better control and stability and travel with our own designed dedicated chassis, and have increased the load lifting capacity with improved low height design equipped with longer boom length to 33.5 meters for higher reach applications. This has also been done through the new U-shaped stronger, lighter, higher tensile steel boom.”
STC 250 C comes with a four-section telescopic boom with basic boom length of 10.55 meters, fully extended boom length of 33.5 meters, with jib optional length of 8 meters. This model has top rated capacity of 25 tons at 10.55-meter boom length at 3.00 meters working radius. STC 500C comes with a five-section telescopic boom with basic boom length of 11.3 meters with fully extended boom length of 44 meters. This model has top rated capacity of 50 tons 11.3 meters boom length at 3 meters working radius. Standard safety features of the new crane include an emergency stop button, load moment indicator for automatically detecting load weight, work radius and boom angle, over hoist protection of the main, and an auxiliary load hoist.

Anil Bhatia, VP Sales & Marketing, TIL Limited, informs, “We have been manufacturing cranes in technical collaboration with Grove USA since 1994. Our Truck Cranes range varies from 30 Ton to 80 Ton capacity. They are of advanced design, robust and reliable, and fitted with components of reputed makes such as transmission systems from ZF and axles from Meritor. We are offering them with Ashok Leyland engines, while the higher capacity 80-ton cranes are powered by Volvo Penta engines. These fuel-efficient engines help deliver the lowest cost of operation in the industry. The higher capacity machines are fitted with U-shaped booms made of high tensile steel. The new booms have reduced weight, enabling higher lifting capacity, and delivering higher power to weight ratio.
Targeting the growing truck cranes market, Indian construction equipment heavyweight, Action Construction Equipment (ACE) has introduced its new higher capacity truck-mounted cranes TM450, 45 tons and TM550, 55 tons.

Sharing details, Manoj Agarwal, CGM-Marketing & Product Support, ACE Ltd., says, “The cranes comes with our own dedicated chassis instead of the commercial chassis manufactured by truck manufacturers. This will lead to improved stability of the machine by shifting the centre of gravity lower and also reducing the overall height of the machine. Use of double axles on the front and rear will help in improving the overall distribution of the weight, thus making the operation smooth and jerk-free. The outrigger span has been increased horizontally so that the machine can lift the desired load with ease. We have provided two modes in the engine wherein we can use the machine in the normal mode and also in the fuel saver mode to reduce fuel consumption and improve overall efficiency of the machine.”

He elaborates, “We have designed the boom in-house based on our engineering expertise. We have used boom assembly with 4 sections and 5 sections, made of high strength steel with optimized shape to drastically reduce its weight while enhancing the lifting capability of the machine. Integration of best-in-class driveline along with top-notch hydraulics and in-house designed structures with a high safety factor in boom assembly will make our cranes competitively strong.”

ACE’s offerings of truck cranes include 25T, 30T, 45T and 55T fitted with the company’s dedicated chassis. We will soon launch the cranes in 60T and 80T capacity on a dedicated chassis, thus becoming one stop solution provider for more than 80% of the Truck crane applications in India.

The truck crane manufacturers are developing competitive products, backed by aggressive marketing strategies to increase the sales. However, offering product support to their customers will help consolidate the gains in the highly competitive business scenario.
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A bolster or turntable is a device (or rather a set of devices) that allows long loads to be transported on two transporters, with a relatively short length, instead of one single transporter with a length (almost) equal to the load. Such a transport is also referred to as a “dolly transport”. The turntables or bolsters allow transporters to pivot underneath the load to negotiate turns and corners and (to a certain extent) super elevation and articulation, as well as inclines and declines.

A turntable consists of two parts: a lower part that is secured to the transporter called the Lower Fixed Part (LFP) and a movable or rotating upper part that is secured to the load, called the Upper Rotating Part (URP). The URP rotates around the center of the whole assembly. The two parts are held in place by a pin or a ball bearing. The contact area between the URP and the LFP is lubricated with grease or oil to allow the rotating motion with minimal friction.

**Turntable design**

There are three basic turntable designs:

- **The simplest design consists of just two steel plates with a pin in the center. No articulation in either direction is possible (except what the plywood between the saddle and plate allows, crushing). A-type.**
- **Turntables with sliding shoes and a center pin. The articulation in longitudinal direction of the load is in the shoes, it allows the URP of the turntable to pivot. B-type.**
- **Turntables with sliding shoes and a (load carrying) ball bearing. On this type of turntables it is sometimes possible to remove the sliding shoes (on one of the turntables) and have the load suspended solely on the ball bearing. C-type.**

In Figure 1, the LFP and the URP of the A-type turntable can be easily recognized. The lower chains hold the LFP secured to the transporter and the long chains together with the welded steel clips secure the URP to the load.

![Figure 1: Turntable Design](image-url)
Figure 2 illustrates the difference between A-type and B-type turntable. The pivoting sliding shoes and the rotating pin are visible between the LFP and the URP. Even though it appears that the center pin may carry some load, this is not the case. The URP pivots on the center pin, which is allowed a free vertical movement (to a certain extent) in the hole of the LFP.

The turntable in Figure 3 is a C-type turntable. In the center of the turntable the ball bearing can be indicated. This ball bearing allows articulation in all directions, which makes the C-type the most versatile of turntables.

There is however a principle unpredictability in the C-type turntable, for the one that has both shoes in contact with the sliding ring. The loads on the shoes and center ball bearing are statically undetermined and loads can shift (about the ball bearing) quickly from one shoe to another. This can be nerve racking to the "not so experienced" operator. The center pin of the B-type turntable is not load bearing and therefore does not have this problem.

Using turntables

When using two turntables, both with two shoes in contact with the sliding ring, one has effectively created a 4-point suspension scenario. As known, a 4-point suspension is prone to overloading on one point. The same applies to turntables.

To avoid this overloading, a 3-point suspension turntable was invented. This consisted of one turntable with two shoes in contact with the sliding ring and one turntable with just the center ball bearing. In practice, however, this 3-point suspension method is not being used as much as the 4-point suspension method.

When using the 4-point suspension method (sliding shoes on both turntables in place), it is common to use turntables that have an overcapacity and the overloading is not, or less of a concern, during execution of the transport. The hydraulic pressures of both transporters have to be continuously monitored and the operators should have contact with each other. As a dolly transport is normally carried out with low velocity, there is ample time for corrections.

Another aspect of attention is the loading impact of the turntable on the transporter. By definition, the turntable is imposing a point load (a concentrated load) onto the transporter deck and this needs to be within the capacity of the transporter. In case the point load is too concentrated, load spreaders can be used to lengthen the loading area. Figure 5 shows a turntable on a double set of load spreaders; in this case the transporter was subject to a concentrated point load that was beyond
the capacity of the transporter. Figure 6 is the transport where the turntables from Figure 3 and Figure 5 are used. The front transporter required additional load spreading that can be seen on Figure 6. Between the 3rd and 4th axle the load spreading starts and between the 9th and 10th axle it stops. The rear transporter did not require any load spreading as this transporter has a higher bending moment.

**When to use turntables**

There are a number of instances where such a configuration is desirable or even a requirement to carry out the transport.

**Long loads, irrespective of weight**

Long loads, irrespective of weight, need to be maneuvered in such a way that a structure (or structures) in the surrounding area demands the maneuverability of a dolly configuration as opposed to a single transporter. Such structures can be site restrictions, trees, light posts, buildings, roundabouts etc.

Figure 7 shows the transport of a 185 ton vessel in dolly configuration due to the restrictive infrastructure. The curve (radius) of the roundabout prohibited the use of a single longer transporter. This transport was carried out in Dubai. The dolly configuration in question was 12-axle lines Cometto pull type transporter in the front (prime mover side) and 6-axle lines Cometto pull type in the rear.

**Loads that are long but not heavy**

Loads that are long but not heavy compared to their length and do not need to be supported over their full length. In such cases, it would require more axle lines to carry out the transport without turntables than it would to carry out the transport with turntables. It is difficult, if not impossible, to give numerical guidelines to make such a determination; each load is to be engineered on a case by case basis as each case depends on size, weight and center of gravity.

Figure 8 shows the transport of a 225-ton vessel in dolly configuration due to its length. Note the distance between the front and rear transporter. This transport was carried out in Dubai. The dolly configuration consisted of a 10-axle line Cometto pull type transporter in the front and a 6-axle line Cometto pull type transporter in the rear.

The above two reasons for using a dolly configuration are likely the most common reasons. However, there are two more, less common reasons for using a dolly transport configuration. When there are overhead obstructions on the transport route, such as wires, overpasses, tunnels etc and the total transport height of the cargo plus transporter plus transport beams (if any) is higher than what the overhead obstruction allows for, a different transport method is required.

Such a transport method, a transport frame, is shown in Figure 9. Turntables are used on each of the transporters, and the cargo is suspended from (hangs in) the transport
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frame. This allows the cargo to pass under obstructions that are just a few cm higher than the cargo itself. Note that when passing under high voltage wires additional precautions have to be taken.

The last reason for using turntables is related to axle loads on a suspended surface such as a bridge. Bridge spans generally have a maximum applicable axle load as well as a maximum total weight allowed on each span. This can result in the transport combination having to spread the load a certain distance apart to comply with the bridge restrictions. A dolly configuration can offer a possible solution.

Figure 10 shows the transport of a column over a bridge. The loads between the front and rear transporter had to be spread so that the full weight was never on one bridge span. However, the column length in combination with the saddle locations did not allow for this. For that reason, the front and rear transporter travelled on different lanes. This innovative solution ensured that the loads on the bridge stayed within the limits.

Figure 11 shows another transport over a (temporary) bridge where the axles have been spread. You may notice the absence of turntables in this figure which makes this transport NOT a dolly transport. The front and rear transporter are physically connected by a spine beam. This makes the transporter act as a single transporter, not as a dolly transport. The picture illustrates the spreading of the load between the front and rear part of the transporter. Another innovative solution.

Note: In terms of load spreading on the bridge, it makes no difference if the configuration as shown in figure 9-11 is used or a dolly configuration with two individual transporters.

About the Author

Marco J. van Daal has been in the heavy lift & transport industry since 1993 starting with Mammoet Transport from the Netherlands and later with Fagioli PSC from Italy, both leading companies in the industry. His 20+years of experience extends to 5 continents and over 55 countries, and has resulted in a bestselling book "The Art of Heavy Transport" which is available on [www.the-works-int.com](http://www.the-works-int.com). Marco frequently holds knowledge-sharing seminars all over the world. He currently resides in Aruba, Dutch Caribbean, with his wife and two daughters.
Goldhofer’s new »STEPSTAR« semi lowloader gives higher payloads and greater flexibility

With the »STEPSTAR« series, Goldhofer has added a new generation of self-tracking semi lowloaders to its extensive range of heavy-duty and special transport solutions. The three- to five-axle semi-trailers offer haulage businesses a proven high standard of quality on attractive terms, and details such as an intelligent load securing system, a practical range of accessories and user-friendly operation – all of which makes the latest »STEPSTAR« series the best choice for everyday haulage operations with maximum axle loads of 12 t and payloads of up to 70 t.

High payload, low deadweight
With its advanced design, the self-tracking »STEPSTAR« semi lowloader comes with an outstanding payload-to-weight ratio. This has been achieved through weight reductions in comparison with comparable vehicles, resulting in a higher payload of 1 t or more. “Construction companies now stand to benefit from significantly more efficient and economical utilization of their fleets,” says Rainer Auerbacher, Head of Transport Technology at Goldhofer AG.

Premium components for low total cost of ownership
For maximum service life, the new semi lowloader is fitted as standard with rugged low-maintenance premium components, including low-maintenance axles and landing gear from BPW as well as tail support legs with convenient foot operation and automatic height adjustment, and an ERMAX full LED lighting system for good vision and high visibility in the dark in bad weather. The high degree of standardization means that spare parts can be obtained quickly and easily, if required.
Safe loads

The intelligent lashing system on the semi lowloader offers almost infinite flexibility for securing loads in compliance with the most rigorous codes. It includes a large number of anchor points and lashing rings, not only on the frame but also in the excavator boom recess and on the gooseneck. In addition to Wader container pockets and drive-over recessed lashing lugs on the tail, the entire deck is also fitted with lashing rings (RUD Optilash Fix 10 t) that retract into the frame. As a special highlight, an optional extra is available in the form of pocket stakes on the gooseneck for form-fit load securing. Another useful accessory is the TraffideckGO deck covering, which combines enhanced load security with reduced lashing requirements.

Flexible and cost-effective working

Designed for flexible transportation to and from construction sites, the extra-long and wide excavator boom recess on the »STEPSTAR« has no cross members and is open to the rear. This makes it possible to carry even bigger excavator booms while simultaneously reducing overall height - a big advantage on routes with height restrictions. “The bottom line here is fewer hassles with permits and more cost-effective working,” says Robert Steinhauser, Director Sales Europe / North Africa. Loading and unloading are equally fast and simple operations as the semi lowloader comes with light and long ramps, which are suitable for almost all self-propelled cargos, with simple adjustment for increasing the width to 2,990 mm or sliding the ramps completely together. The advantages also include a low ramp angle and a ground-friendly lowering mechanism. The ramps, which can be retrofitted as required, also offer fast and easy mounting and removal for fuel savings on the return journey and flexible use within the »STEPSTAR« family.

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Effect of COVID-19 on Road Logistics and Impact on Movement of Goods

Harpreet Singh Malhotra, Chairman & Managing Director, Tiger Logistics India Limited

The Transportation sector has been one of the primary victims of COVID-19. From rickshaw pullers to the airlines, all have been affected economically by the pandemic. India’s overall energy demand fell by 14% in March-April 2020. Manufacturing, logistics, movement of men, material and cargo have become paralyzed. A small segment of the services sector is trying to make up for the loss through “work from home”. No doubt, extraordinary situations call for extraordinary action. But first, it is important to understand the impact of this disruption of global economy.

The freight segment has had a mixed short-term effect in terms of transportation demand, but there is a surge in demand for truck drivers for transportation of essential goods. However, the supply chain disruption and slowdown is expected to pull down freight demand in the medium-term. Since February, online food orders have dropped by 20% whereas online grocery orders are overflowing. It is yet to be seen whether these acquired habits of online grocery shopping will sustain after the pandemic passes.

As a population of 1.3 billion stays indoors, India is finding it difficult to get a move-on and questions are being asked about the impact of the lockdown on the crucial logistics sector. Though many of the curbs placed on movement of trucks will see some easing, but according to the Indian Foundation of Transport Research and Training (IFTRT), Indian trucking now battles a shortage of drivers. More than 50% of the 50 lakh trucks are off the roads due to unavailability of drivers.

The Indian trucking industry deploys more than 8 million drivers and 12 million helpers. As a baseline, 30 million people are directly employed by the trucking industry and more than 150 million people depend on it for their bread and butter, as per industry estimates. Undoubtedly, the large scale meltdown has led the sector to skid off its promising track, pushing thousands of fleet owners to the brink of financial loss.

Drivers were also dependant on the roadside food joints and dhabas, which have shut down. The problems have compounded with no workers to load and unload goods from the trucks, and only essential movement of people and commodities are being permitted by the authorities. Experts caution that the real impact of the nationwide lockdown would be long-term. The list of essential people and commodities must be continuously revised to minimize the adverse impact on people’s lives.
Haulotte’s HTL - compact, high lift and heavy load ranges – are much appreciated on construction sites because of their outstanding productivity and safety. Indeed, Haulotte telehandlers embedded with several technologies are enabling the operator to focus on lifting operations in complete safety.

**Haulotte HTL ensures utmost stability**

Haulotte LMI (Load Moment Indicator) gives real time information about the HTL longitudinal stability conditions. It continuously informs the driver about the position of the load thanks to a load chart and includes an automatic cut off when operating with a tilting risk. If the indicator turns red, the user must modify its load position. In case of dysfunction, the LMI system can be quickly recalibrated.

Lateral stability is also a big issue when lifting and driving with suspended loads. Telehandlers must always be driven with the boom lowered to ensure that the load remains close to the machine. As load is lifted, the centre of gravity of the whole machine rises, sometimes resulting in potential instability and risk of overturning. On all HTL models (except compact range), the rear locking axle system maintains the gravity centre in a large stable zone, thus preventing the HTL to tip over. Finally, Haulotte telehandlers* are equipped with front stabilizers to strengthen lifting capacity. Once lowered, the stabilizers considerably increase the stability of the machine and allow the operator to benefit from the HTL full potential.
Godrej Material Handling launches new Bravo Electric Three-Wheel Forklift

Godrej Material Handling, a business unit of Godrej & Boyce Mfg. Co. Ltd., has announced its foray into the 3-wheel electric forklift truck segment. The country’s largest manufacturer of lift trucks, GMH has launched the latest three-wheel electric variant of its Bravo Forklift Truck for the 1.6 to 2 ton category, and is targeting the Indian electric forklift market at 20% before end of FY20-21.

The Bravo has been entirely produced in India with an R&D effort of over two years. It is compact in size and offers the fastest travel speed of (15 km/hr) in the category and the best-in-class turning radius (25 percent shorter than four-wheeled trucks) to deliver efficient operations. Most importantly, as a standard feature, all 3-Wheel Bravo Forklifts come with the latest wet disc brakes which provide higher braking efficiency and reduce operator fatigue. Wet disc brakes ensure a long servicing interval of 6000 hrs, making the truck more reliable and productive.

Anil Lingayat, Executive Vice President and Business Head, Godrej Material Handling, said, “We believe in keeping our customers’ businesses in constant motion. Innovation has always been at the heart of what we do and we endeavor to make our products environmental-friendly. The cutting edge 3-Wheel Bravo series developed indigenously by us is reflective of this philosophy. Packed with the latest performance enhancing and safety features, we believe this product will set new standards for innovation and safety in its category. It will contribute to greater efficiencies in warehouse operations. We expect this truck to be a great choice for all 3PL, warehouses and E-commerce companies.”

The 3-Wheel Bravo Electric forklift advanced battery technology enables longer run time. The Smart Curve Wheel Control technology detects turns and reduces speed by as much as 25%. This makes the truck stable and operator-friendly for maneuvering in tight and cramped spaces, thus providing enhanced safety. Its frame has been designed to have a lower center of gravity enabling it to lift loads up to a height of 6 meters. An interactive LCD display provides vital information to the operator like speed, temperature, movement, battery life and fault alerts.

GMH is India’s largest manufacturer of lift trucks with a range that includes electric, LPG and diesel counterbalanced forklifts up to 25 ton capacity, warehouse trucks and special trucks for specific applications, and attachments for addressing a wide range of handling applications.
Crane Repair & Refurbishment

Crane manufacturers are making repair and refurbishment a part of their product support and even more comprehensive in order to ensure higher or total lifecycle of their customers’ machines. P.P Basistha reports.

Repair and refurbishment of cranes is an intrinsic part of the support extended by manufacturers to their customers so that they can derive total lifecycle cost of their machines. This service applies equally to rental agencies and contractors looking to buy second-hand equipment.

Says Ghananeel Molankar, Divisional Head- Construction Machinery - Liebherr India Private Limited, “We provide complete refurbishment service of old Liebherr cranes based on case to case basis and in consultation with customers. We first undertake due diligence of the machine and evaluate the scope of repairs via a thorough inspection. Based on the inspection, a parts list is prepared and scope of repair is defined in mutual discussion with the customer. Customers can either opt for reconditioning of the parts or full replacement. The lead time for repairs mainly depends on the availability of parts but including parts fitment could take three months on an average.”

He says, “Refurbishment option is available for Liebherr Engines as well. We at Liebherr India Private Limited have a dedicated
engine overhaul workshop. The air-conditioned workshop is insulated in a way to prevent dust and other foreign particles to ensure quality repair of engines as well as other components.”

“Inspection of boom is very critical. Especially when there has been corrosion the examination is done as per Liebherr guidelines and in most of the cases it involves ultrasonic tests and other Non-destructive tests (NDT) if required. Based on the examination and other reports we appropriately advice the customer to either go for a repair procedure or if required then completely replace the boom section with a new one. Welding is done as per Liebherr welding procedure and by a Liebherr certified welder.”

The company had recently undertaken a complete refurbishment of the duty cycle crawler crane which was more than 20 years old. Liebherr has been catering to machines globally which are even more than 30 years old.

30 years – the reason why they command a higher resale value. Their components remain fully functional, sometimes even beyond their shelf life. We usually re-sell our well-maintained used cranes from Germany, which are 10 years old or so and even younger cranes as per availability, to customers in different markets. Since, the selling is done directly by us, we do their refurbishment using Liebherr’s genuine parts, either at our company’s workshop or at the customer’s yards as well. Liebherr cranes are designed and manufactured as per European EN13000 standards, so safe maintenance practices are adhered to during repair and refurbishment.”

As part of its products support to customers, Action Construction Equipments (ACE) is placing a lot of emphasis on repairs and refurbishment of its truck-mounted cranes, crawlers and the recently launched new-generation cranes. The company is also ensuring timely supply of parts to reduce downtime of its machines.

Says Subhajit Chandra, Divisional Head-Liebherr Cranes India, “Liebherr cranes are designed for a life period of 25-
Potain has announced the launch of their latest lifting technology for two of the busiest sectors in the built environment: high-rise construction and home building. The new introductions are MRH 175 tower crane and Hup M 28-22 self-erecting crane. Thibaut Le Besnerais, vice president of global products for tower cranes at Manitowoc, said both models feature designs that give users capabilities not available with other cranes.

“In recent years under The Manitowoc Way operating system, our product development has accelerated and what’s exciting about this is not only the number of new cranes we’re introducing, but also the innovation they bring to market,” he said. “The MRH 175 has our latest hydraulic luffing technology: a design we’ve been championing for the past two years. The Hup M 28-22 harnesses all the versatility and speed of our Hup cranes, but with added mobility. So, these are the latest technology for the high-rise and home building sectors.”

Potain MRH 175 tower crane

The MRH 175 is the latest release in Potain’s line of hydraulic luffing jib cranes, a product line the company has continuously developed since unveiling the MRH 125 a year ago. Manitowoc has championed this category of cranes, with dozens of models already delivered to a range of markets. Combining the advantages of Potain’s MR luffing jib cranes and MDT topless cranes, contractors find them particularly straightforward to assemble and disassemble on congested sites, making them ideal for urban projects, high-rise construction or job sites where space is limited.

Maximum capacity for the MRH 175 is 11 USt (10 t), while the maximum jib length is 180 ft (55 m). Tip capacity is 1.65 USt (1.5 t) when working with the full 180 ft (55 m) jib, or 3 USt (2.7 t) if fitted with 164 ft (50 m) of jib. Maximum line speed is 705 ft/min (215 m/min) when working with the high-
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performance 90HPL25 hoist. The crane’s unique design, with its fixed counter jib and topless structure, facilitates its trademark fast erection and dismantling, as well as making it more compact for transport, needing only four standard containers. The elements weigh under 8.5 USt (7.7 t), and there is a single counter-jib/jib foot package. The topless design also means less space is needed on sites where multiple cranes overfly the job site and the hydraulic design means no wire rope installation is needed. It also means a smaller assist crane is needed for erection as there is no cathead to assemble.

Potain’s hydraulic luffing design features a shorter counter-jib and out-of-service radius than rope-luffing alternatives. This frees up valuable space on job sites, with the MRH 175 delivering an out-of-service radius of only 33.5 ft (10.2 m), regardless of jib length. Freestanding heights of up to 206 ft (62.8 m) are available with the 6.5 ft (2 m) K-mast sections, and the crane is also compatible with 5.2 ft (1.6 m) K-mast sections. On the hoisting drum, up to 3,136 ft (956 m) of rope is available with the 90HPL25 winch, allowing users to choose either 1,568 ft (478 m) in a two-fall configuration with a 5.5 USt (5 t) maximum capacity or 784 ft (239 m) in a four-fall configuration with an 11 USt (10 t) maximum capacity. Luffing the crane from the horizontal to vertical is efficient, taking less than two minutes, delivering optimum productivity on the job site.

“Hydraulic luffing topless cranes have a very strong future in our industry, and we’ve been pleased with the uptake over the past two years,” said Le Besnerais. “Potain customers have seen the advantages these new cranes deliver and how they help them achieve a stronger return on investment on their projects. We have a strong technical training program to accompany our new MRH cranes, and the feedback from the market has been very positive.”

**Potain Hup M 28-22 self-erecting crane**

The Hup M 28-22 is the third model from the ground-breaking Hup self-erecting crane range and the first to prioritize mobility. It’s making its North American debut, complete with an all-new integrated transport axe designed for the local market. The double-steering axe gives the model better job site accessibility and enables it to travel at speeds of up to 50 mph (80 km/h). It provides best-in-class compactness, measuring just 38 ft (11.6 m) when folded. It is the most compact crane in its category, enabling it to easily move from site to site and to be manoeuvred into narrow, restricted spaces at the job site. The crane has a 92 ft (28 m) jib and features 16 configurations, which is unique to this category of crane, and this enables it to be easily adapted for a range of applications.

“The new Hup M 28-22 optimizes mobility, productivity and versatility for our customers by combining the best engineering designs with the latest software and technology,” said Le Besnerais. “Its design and capabilities make it a perfect choice for home building or renovation works.”
Terex brands **GENIE® GR™, QS™ & GRC Vertical Mast Lifts Updated for Global Use**

Redesigned to meet requirements in the ANSI A92, CSA B354 and EN 280 standards

Genie® GR™, QS™ and GRC vertical mast lift machine specifications and performance have been updated worldwide to adopt one global slab scissor lift specification. Beginning March 2020, Genie vertical mast lifts sold globally will be equipped with:

- Genie Smart Link™ dual zone controller
- Load sense

“Changes to the standards for MEWPs (mobile elevating work platforms, formerly known as AWPs or aerial work platforms) in North America, impacts all types of MEWPs that Genie manufactures, including the popular Genie® Runabout®, Runabout® Contractor and Quick Stock™ vertical mast lifts,” says Molly Frank, Genie Product Manager, Terex AWP. “As Genie adopts one global vertical mast lift specification machine in compliance with the worldwide standards, specifications and performance will be changing in all regions. For example, North American MEWPs will be equipped with load sense systems, which include drive and lift cutout functions if an overload is measured, and to adopt similar wind rating requirements as those currently in effect in European markets.”

“One global standard offering for Genie GR, QS and GRC vertical mast lifts will optimize operators’ productivity, while reducing rental fleet complexity,” adds Frank.

**Dual Zone Control**

To optimize productivity across Genie vertical mast lift models, outdoor operation will be possible on most Genie vertical mast lifts. Equipped with the Genie Smart Link dual zone control, Genie GR and QS models will have two buttons added to the lifts’ platform controller, prompting the operator to select the “Indoor” or “Outdoor” zone prior to operation. When the “Outdoor” zone is selected, outdoor operation is permitted while maximum platform height operation and occupancy will be restricted.

Customers can identify a Genie GR and QS dual zone vertical mast lift model in two ways:

1. The platform control (PCON) includes two additional buttons (dual zone)
2. The Genie Smart Link decal on the platform toeboard has been updated to indicate it is equipped with dual zone control

**Load Sense**

“Global standards require all MEWPs to continuously check the weight in the platform and disable function if the load is above the platform load limit. The addition of this functionality requires additional systems, new components, as well as updated service and training requirements,” says Frank.

On all new Genie GR, QS and GRC lifts, load sense is accomplished using a spring-controlled sensor designed to monitor the platform load and alert the operator if the machine is overloaded. When an overload event occurs, the Genie Smart Link platform controller will indicate -OL-, an alarm will sound and machine motion will stop. Full load calibrations on the updated Genie vertical mast lifts can be completed using a standard multi-meter tool.

**Accessorized for Productivity**

Designed to increase operator efficiency when working at height, Genie accessories also promote best practices for safe use and increased performance while operating Genie vertical mast lifts.

The GenieLift Guard™ Contact Alarm system can be equipped on Genie GR and GRC vertical masts. This optional electronic secondary guarding solution is designed to activate when an obstruction contacts an activation whisker mounted to MEWPs guardrails, alerting operators, occupants and ground personnel to a potential hazard.

The Genie Lift Tools™ Work Tray is designed to help eliminate clutter and potential tripping hazards by providing operators and workers with a convenient place to store their tools, fasteners and small materials in the platform.

Genie GS global-use vertical mast lifts went into production in Redmond, Wash., USA, in early 2020. These models will be available in North America, with deliveries globally throughout 2020.
Palfinger PCC 57.002 Crawler Cranes
Ideal in tight spots; Perfect for indoor jobs

The Palfinger crawler crane PCC 57.002 maneuvers well in limited space, can shift (or “walk”) on its outriggers and can be operated electrically. It’s perfect for indoor jobs, such as the removal of escalators.

Maneuvering the Palfinger crawler crane PCC 57.002 through the main entrance of an Austrian furniture store was delicate work. Thanks to its compact dimensions – just 1.9m wide by 2.1m high – and precision steering with the Palcom P7 radio remote control, the crawler crane easily navigated through the 2.2m-high entry area. Once inside, the crane unfolded to its full size – just like a transformer. Its mission: the removal of two escalators.

High Performance in the Tightest of Spots
The PCC 57.002 is ideal for use in very restricted spaces. Its crane unit can be operated and controlled independently of its crawler chassis. The crawler crane can also “shift” on its own outriggers, enabling it to navigate low passageways, and always be optimally balanced and stabilized.

Fewer Constraints
All these features meant that the PCC 57.002 was the perfect choice. Without this crane, the two escalators would have been cut up – a noisy, dusty and time-consuming process that would have restricted opening hours. “Especially in building construction, you are constantly faced with new challenges where you reach your limits and have to develop whole new concepts and solutions to achieve your objectives,” says Strabag construction technician Michael Eisshofer.

Electric and Emission-free
Once inside the store, the unit was switched from diesel to electric mode and performed immediately. Thanks to the crane outreaches of twelve and seven meters, both escalators, each weighing five metric tons, were effortlessly removed.

“We opted for the Palfinger crawler crane because the building could be accessed only through a very, very narrow doorway, so it was the only solution,” says Eisshofer.
**Eicher** launches BS-VI solution - EUTECH6; unveils new-gen vehicles across 4.9T-55T

Leading commercial vehicle manufacturer, VE Commercial Vehicles Limited, (VECV) unveiled its entire BS-VI range of trucks and buses across 4.9-55T tagged with Eicher’s innovative BSVI solution - EUTECH6. The new platform combines VECV’s Euro VI expertise with the most reliable engine technology and fuel-efficient driveline. It also features enhanced Uptime— a proposition to ensure the most efficient upgrade to BS-VI with 24X7 Uptime support and higher profitability for the customer’s business.

Leveraging the Euro VI expertise of over 6 years, the newest range of Eicher vehicles will feature an efficient and reliable EATS (exhaust after-treatment system) and engine technology tested for over 5.6 million kms. The BS-VI trucks and buses boast of higher fuel efficiency and duty-cycle based SCR solutions for high reliability and low maintenance.

The Uptime Centre at Pithampur will offer Service support with a team of diagnostic experts offering Remote Diagnostics, Predictive Diagnostics and specialised field support to all BS-VI Eicher vehicles. This is in addition to the 24x7 Eicher On-Road Service (EOS) to provide highway assistance across the country. The team of experts is equipped to communicate in various languages, including English, Hindi, Marathi, Telugu, Tamil, Kannada and Malayalam.

To strengthen the ecosystem, the company has added new competence development centres and mobile training facilities, taking the total to 18 such training delivery points. In addition, ‘Uptime Enablement’ of all workshops in the network is progressing rapidly to ensure the availability and adequacy of people, process and infrastructure to work effectively and deliver a superior Uptime to customers in the BS-VI environment.

Said Vinod Aggarwal, MD & CEO, VE Commercial Vehicles, “In line with our vision towards modernising commercial transportation, Eicher’s new BS-VI offering takes a lead in providing the most comprehensive and innovative solution for our customers. Our efficient and reliable BSVI engine technology is backed by over 6 years of experience of supplying EuroVI base engines to the Volvo Group. Coupled with this, our new Uptime solution is aimed at ensuring a differentiated aftersales experience for our customers.”

EUTECH6 solution will not only reduce fuel costs but will also improve productivity. “Our extensive competence development program for technicians in our dealer network and for drivers of our customers will ensure seamless transition to BS-VI across India,” he added.

Eicher had unveiled India’s first BS-VI offering in June 2019 with the introduction of its new-generation Pro2000 series. The deliveries of BS-VI vehicles have started in select markets and the entire new range of trucks and buses will now be available throughout the country.
First **Cometto** MSPE delivery to Taiwan

CTCI MAC, a well-known leader in engineering services, receives two combinations of Cometto MSPE self-propelled trailers

The total volume for the Taiwanese equipment manufacturer includes two 6-axle modules type MSPE 6/4/2,43 with an axle load of 40t, two power packs with an output of 110 kW each, and numerous additional accessories. The complete delivery provides a total payload capacity of approximately 432t.

CTCI uses the new vehicles for transport projects around the Yunlin Offshore Wind Farm. Says Giovanni Monti, Cometto’s Head of Sales, “CTCI is a perfect reference in the Asian region to show that the MSPE self-propelled trailers are the ideal transport solution for the most complex tasks.”

The customer from Taiwan was impressed by the quality and performance of the product. The collaboration between CTCI and Cometto was completed by a detailed instruction session. First transport jobs have been done immediately. An offshore windmill jacket section with a weight of 120t and a diameter of 6m was moved inside the production site.

Founded in 2007, CTCI Machinery Corporation is an affiliate of CTCI, an Engineering, Procurement, and Construction (EPC) services provider operating in markets all over the world. The company manufactures a wide variety of stationary equipment such as large and heavy towers, spherical storage tanks, heat exchangers, boilers, storage tanks, pipe fittings and steel structures. CTCI MAC has more than 450 technicians and engineers and provides full-service: from planning, engineering design, procurement, equipment fabrication, test and commissioning to maintenance work.
Hans-Otto Trettin and his son Lukas chose the right time to reorient their company, as the future of the transport business for the mining industry looked bleak with the closure of the last mines. The mainstays of the business today are transportation, building materials and disposal. Trettin can rely on a multifunctional fleet in this context to deliver their versatile, customer-specific services.

Material transports for mining provided Trettin with a sound basis for continuous business in the past. But as closure of the mines cast a shadow over their operations, Hans-Otto Trettin rose to meet this challenge. An innovative concept for logistical operations on construction sites would generate a new customer base.

Lukas Trettin framed their aspiration as follows: “We want to relieve customers of every on-site pressure.” Today, the company focuses on providing its customers with transport services optimally tailored to suit their needs. Building materials trade and disposal services are new business segments which perfectly complement them. The prerequisite for this expanded offer is a well-structured fleet that can undertake a variety of tasks.

**Versatile fleet for individual operations**

When it comes to diversity, a glance at the fleet with its 27 vehicles speaks volumes. It includes steel-bodied trailers, thermally insulated two-way tippers, hooklifts, low flatbeds and vehicles with a crane and all-wheel drive. The fact that all these tippers bear the MEILLER logo has tradition at Trettin. The vehicles should also be suitable for flexible operations. “If, in addition to moving asphalt, the customer also wants a load of stones delivered or a kerb filled, our sturdy thermally insulated two-way tipper from MEILLER takes on the job, being equipped to carry out all these tasks,” says Hans-Otto Trettin.

In the case of the MEILLER RS21 hooklift, his son Lukas praises the enhanced operational options it offers. “Our versatile trailer body enables us to transport construction machinery without difficulty, or containers up to 30 m³. This means that we can realise the most varied supply and disposal tasks on sites with just one vehicle.” The more the universally individual vehicles can be used, the better it is for providing specifically tailored services.

**Consistent integration in customer processes**

“We’re well integrated in customer processes – just like another cog in the machine,” Hans-Otto Trettin describes his role in customer building projects. “Rail construction sites, where a degree of clout is needed to be a reliable partner, aiding the client in 24-hour operations, is one of our strengths. We want to offer our customers a comprehensive package.”
You have to be able to rely on both people and machinery to provide this. Drivers and vehicles are integrated in clearly defined procedures on sites. A tight schedule leaves no room for breakdowns. “The customer cannot wait during these projects for a vehicle to return from the workshop,” says Trettin. But vehicles with a MEILLER superstructure rarely need to be sent to the workshop – except for servicing. This is realised by an external workshop. Downtimes due to repairs average five vehicle days a year for the company. “This is extremely low for the size of the fleet,” he acknowledges. “We place our faith in quality, which is why we benefit from an operationally ready fleet, motivated drivers and satisfied customers.”

More independent of external factors

The variable offer is also designed to counter a problem typical to the sector. “If, for example, you have 60 trailers in the fleet and all sites are closed due to poor weather, then the vehicles are also parked up and doing nothing. The broader your capabilities, the more prepared you are to face external factors. There’s always something needed by somebody. Our wheels are always turning somewhere,” says Hans-Otto Trettin.

Satisfied employees and target-oriented technology

Of course, the Trettins still take the wheel of a tipper now and again, just to maintain their feel for construction site operations. Their aim is to understand the challenges and needs of their team, and they face the pressure of increasing traffic and tight schedules on construction sites. At the same time, they need to be very familiar with the different functions of their machines. “Where we used to have three levers, we now have a substantial number of switches.”

Trettin likes to promote good working conditions. “We pay attention to practical basics and additional features when configuring the vehicles, such as effective lighting or tarpaulin systems, even on 3- and 4-axes.” Drivers need to be supported in as far as possible during their increasingly demanding work. Both the quality of work and employee retention benefit from this approach. Feedback relating to the MEILLER i.s.a.r.-control 3 remote system is also positive. Lukas Trettin makes it plain that he expects an operating concept to be both holistic and easily comprehensible, a demand implemented through the new remote control system.

Trusting MEILLER from the outset

The company has placed its faith in MEILLER for several generations. Choosing a single brand has advantages as, given the variety of vehicles, drivers benefit from consistent controls. “It’s important for us to entrust drivers with a vehicle that can be used intuitively and reliably to compensate for any outside factors that may affect them.”

The family enterprise, which is currently managed by the fourth generation, can look back at over one hundred years of company history. The cornerstone was laid in 1895 by Adam Stein, the great-grandfather of the present owner. Hans-Otto Trettin joined the family company in 1980. Having begun with only three to four workers, the team consists of 30 well-trained and motivated drivers today. “An easily manageable company size.”

In the meantime, the fifth generation is ready to take the helm. In addition to his mechanical engineering studies with a focus on process engineering at RWTH Aachen University, son Lukas is already active in the company and strives to break new ground in the disposal or recycling of various products. This will create new potential to expand the current full service package and secure the future of the company on an even broader basis.
Australian heavy-duty specialists from Doolan’s Heavy Haulage have transported two 160-ton crusher components using WideCombi axle lines made by SCHEUERLE. Due to the low dead weight and low height of the transport modules, the company was able to complete the task in a very short time as it did not have to resort to special time slots. According to the people responsible for the assignment, the transport could not have been carried out as efficiently with other equipment.

Two tractors, with a total tractive force of 500 tons and 14 WideCombi axle lines from SCHEUERLE, were required to haul a 160-ton crusher component measuring 5.5 x 5.5 x 5.0 metres from engineering service provider RCR Tomlinson, based in Welsh pool, Western Australia, to its final destination in a quarry. The two vehicle combinations were employed at the same time throughout. A large international logistics company commissioned the heavy goods professionals from Doolan’s Heavy Haulage to execute the task.

The two heavy-duty combinations had to travel around 1,400 kms - a route which featured a sufficient number of potential problems. However, due to the clever construction of the WideCombi axle lines, Doolan’s Heavy Haulage benefited from numerous advantages. Through the favourable distribution of the load weight on the axle lines and the relatively low dead weight as well as the low overall height of the transport vehicle, the two road trains were able to complete the majority of the route without a police or power escort. In addition, the convoy was able to drive throughout most of the daytime and did not have to switch to short time slots. The power escort only had to lift power lines on a total of 2.5 kms of the trip so that the two trucks could comfortably pass underneath.

“If we had used transport equipment from local manufacturers, additional axle lines would have been necessary to distribute the load correctly. Because of the additional height of the transport, we would have needed the support of a power supplier to drive under power lines for 250 instead of 2.5 kms,” explained Ross Attwood from Doolan’s Heavy Haulage, who was responsible for the transport.

The WideCombi from SCHEUERLE, a subsidiary of the Transporter Industry International Group (TII Group) owned by the German Otto Rettenmaier family, was the vehicle best suited for this task. Doolan’s Heavy Haulage fundamentally relies on transport equipment from Pfedelbach, Germany. Its fleet of heavy load vehicles includes many axle lines from SCHEUERLE. Furthermore, Doolan’s has just ordered SPMT axle lines from SCHEUERLE.

Spectacular heavy transport over 1,400 km in Australia: SCHEUERLE WideCombi ensures high transport efficiency for Doolan’s Heavy Haulage
Four anti-collision and zoning systems DCS 61-S are installed on the various cranes of the AFPA training center at Egletons in Corrèze, France. Intended for the training of future crane operators, they will allow learning in real work situations. The latest anti-collision system developed by AMCS technologies, is compatible with the new generation of cranes, which benefit from more features and comply with future standards. The four DCS 61-S equips a Liebherr 71 EC-B, a Potain GMA IGO 50, a GMA HD 25 and a Potain GME MC 85 crane in travelling.

Often perceived as a tool slowing down site productivity, AMCS technologies teams educate and inform manufacturers, rental companies and construction companies in order to deconstruct these preconceived ideas. The main objective is to restore confidence in the usage of anti-collision systems. The effort has already paid off, since they were seen as a real asset.

Thus, the presence of AMCS technologies products in the AFPA training center is part of the overall strategy of the company. Crane operators of the future are trained in real working conditions in order to understand all the functions of the product most used on construction sites across the world. The training offers a complete notion of the crane operator profession.

AMCS technologies is the reference in anti-collision systems for tower cranes. The company participates in prestigious projects around the world, where it supports its customers additionally through training. In fact, training is one of the priorities for AMCS technologies. Each year, more than a hundred people are trained for a better understanding of its products but also to benefit from the technical expertise of its teams. The company also equips private training centers around the world; these include the IFSB in Luxembourg and the Morrow company in Salem, USA.
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