

cranes

TODAY

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Latin America

Finding more to the Latin American crane industry than stadiums and mining

Heavy lift

Lifting heavy prefab modules for bridges

Training

Harmonising operator certification around the world



Contents

06 Job of the month

Two Sany Brasil crawlers and 14 Terex Demag portal cranes work on the construction of Sao Paulo's new ring road, the Rodoanel

09 News

Manitowoc patent complaint against Sany—Superlift performs first job—Telescopic Hydraulic Gantry Systems, book reviewed—Dances with Wolffsp

21 Previously in Cranes Today

Since 1973 Cranes Today has covered the most important topics in the lifting industry.

Latin America

37 Region report

Zak Garner-Purkis examines the state of the crane industry in Latin America, one of the worlds most diverse and exciting economic regions

42 Job map

The major jobs occurring across Latin America

Loader cranes

23 Segment report

Knuckleboom manufacturers look beyond Western Europe

Heavy lift

29 Sector report

Jodie Satterthwaite examines the role of specialist tower cranes on suspension bridge projects using heavy prefab modules

Training

45 Equipment review

Liebherr and NACB simulators show how virtual reality makes for a safer job site

49 Certification

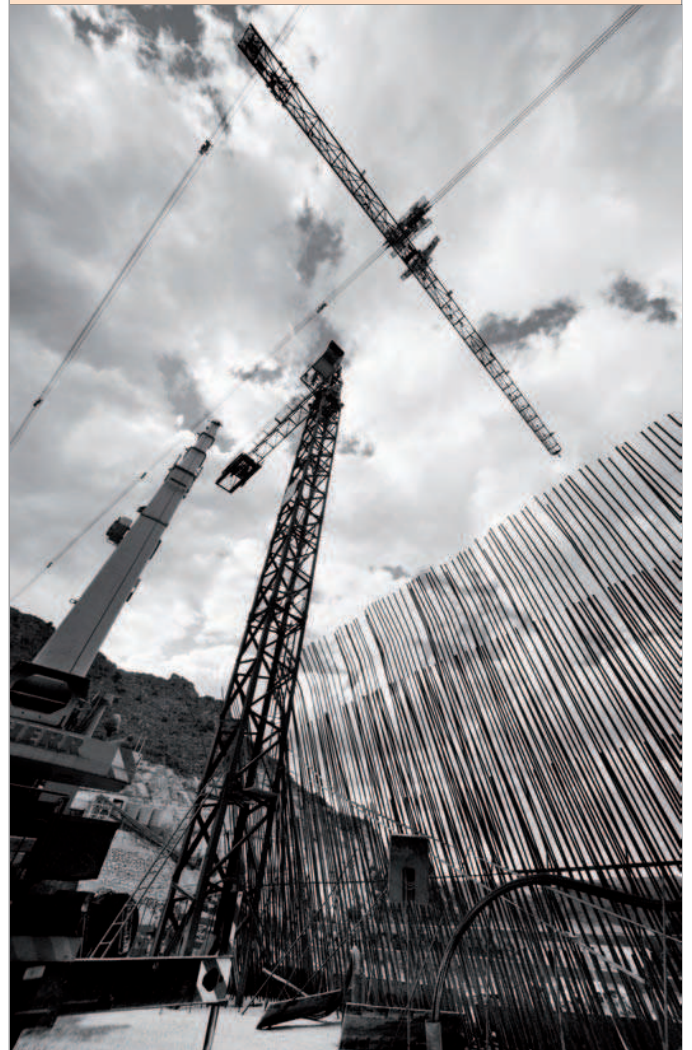
Will North looks at harmonisation of operator certification around the world, speaking to the NCCCO, ESTA, FEM and CECE

Backpage

74 In our fleet

Russian company SOPiG discusses its development

On the cover



Using a rope lift to erect a Linden Comansa in Portugal



Ibergru floods dam with Linden Comansas

Linden Comansa's Portuguese distributor, Ibergru, has supplied 15 flat-top tower cranes to the Baixo Sabor hydroelectric plant in Torre de Moncorvo, Portugal.

The cranes, with maximum loads between 5t and 48t, are working on the construction of a range of different facilities at the dam.

The main plant, located upstream, is a double-curvature dam and will have a height of 123m and a width of 505m. It is being built using four 8t. The assembly of two of these 10LC140 cranes was a challenge due to the difficult accessibility. In order to bring the cranes to the site large amounts of concrete were supplied, using an air transport system with

cables already on the project.

Next to the upstream station, a LC5211 5t tower crane has been constructing a building that will be part of the administrative facilities of the dam. Two 5t 5LC5010's act as service cranes in the yards that serve as warehouse and workshop of the jobsite materials.

The secondary plant, of gravity type, is located downstream closer to the river's mouth. The five largest tower cranes working in this project are: two 48t 21LC750's and three 18t 21LC550's. A 5t 5LC5010 is working as a service crane, helping to manage the machinery and materials required on the site.

In addition, two Linden Comansa 18t 21LC290 cranes are



working on the construction of a new 268m long and 40m high bridge. Located near the downstream plant, this bridge will

allow the EN102 road to cross the river, since the current Portela Bridge will be submerged by the waters.

This allows the driver to operate other functions such as bolting the folding beams.

The manufacturer said that the fast setup was also enabled by the construction of the fastening points of the components being fitted because the fastening equipment does not have to be changed at any time throughout the setup procedure. It took the Wiesbauer team around a day and a half to set up the crane.

Manitowoc makes special crawlers for Saipem

[Manitowoc has customised a fleet of crawler cranes for Italian energy contractor Saipem. The firm is a subsidiary of Eni, specialising in the extraction and transportation of oil and gas.]



The Milan-based company had to upgrade the crawlers working in the oil and gas fields, and order four new Manitowoc cranes with unique customisations. The cranes reflect a significant upgrade to Saipem's fleet. While buying the new cranes, ATCO, the mobile equipment department of Saipem, took the opportunity to tailor its new machines for the work it does in remote areas, both onshore and off, and in deep-water seas.

The work was carried out as part of Manitowoc Lift Solutions, a service that employs experts from the company's engineering, purchasing, operations and sales groups to quote, engineer and produce crawler cranes and

attachments for unique applications.

Saipem's new cranes include two Manitowoc 14000 crawler cranes, a Manitowoc 777 and a Manitowoc 999.

The modifications consisted of: Adding a hydraulic tagline winch to aid with load-handling stability in offshore lifting applications; Personnel-handling winch and two-shaft upper boom point to safely and efficiently transport crew from land to barge with no changes to rigging equipment, saving rigging time and effort; Sea salt water protection for all new custom components to protect from corrosion; For example, the backup hydraulic power unit was specified as heavy marine duty and includes a large stainless steel box; A special zinc-based primer, in addition to the standard priming and paint process, to provide superior corrosion resistance; Custom lights installed on each crane's boom for better visibility while working in the dark; An emergency backup hydraulic power that can swing, hoist and lower all winches, and can also lift and lower the boom in case of engine failure; The unit is powered by an electric power source in case the cranes' engines malfunction.

All of the new equipment and

upgrades had to be designed to comply with the RINA (Registro Navale Italiano) certification, to ensure the work complied with both national and international rules. This certification was crucial to finalising a deal between Manitowoc and Saipem.

Heavy Haul appoints Neil Robertson R&D director

Trailer manufacturer Heavy-Haul hired Neil Robertson as its director of research and development. Robertson has previously worked in engineering, design, management and ownership of trailer manufacturing companies in the UK, starting his own trailer business in Glasgow, Scotland before immigrating to the U.S. in 2007.

Randy McGuire, president of Fontaine Heavy-Haul, said: "We're delighted to have Neil on our team; with almost 30 years in the trailer industry he brings a broad depth of experience. He really understands this business from the ground up and has earned his reputation as an innovator and problem-solver".

Fontaine Heavy-Haul is the business unit of Fontaine Trailer that is focused on supporting lowbed and extendable trailer customers.

