MOVE IT MAGAZINE

THE WORLD'S LEADING MAGAZINE FOR HEAVY LIFTING & TRANSPORT EQUIPMENT

#March - April 2025

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#March - April 2025

CONTENTS

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SEE ALIMAK'S RANGE OF EXCITING NEW PRODUCTS AT BAUMA 2025

Alimak is launching a new sustainable construction hoist at Bauma this year! We are proud to present the new Alimak Scando 650a 40-46 S, with a 25% capacity increase, 22% lower power consumption, and enhanced intelligence. The new hoist represents the next stage in the expansion of Alimak's product portfolio, delivering on our commitment to safety, sustainability and productivity. We will also introduce an upgraded scaffold transportation system that suits most ring-lock system scaffolds, and a new transport platform range.

We would like to invite you to this long-awaited event and meet with us at our stand to see these innovative new products in action. You will find the Alimak booth in the open area, south. Check out our range of new product developments and the advantages they have to offer.

Visit our website for further information.

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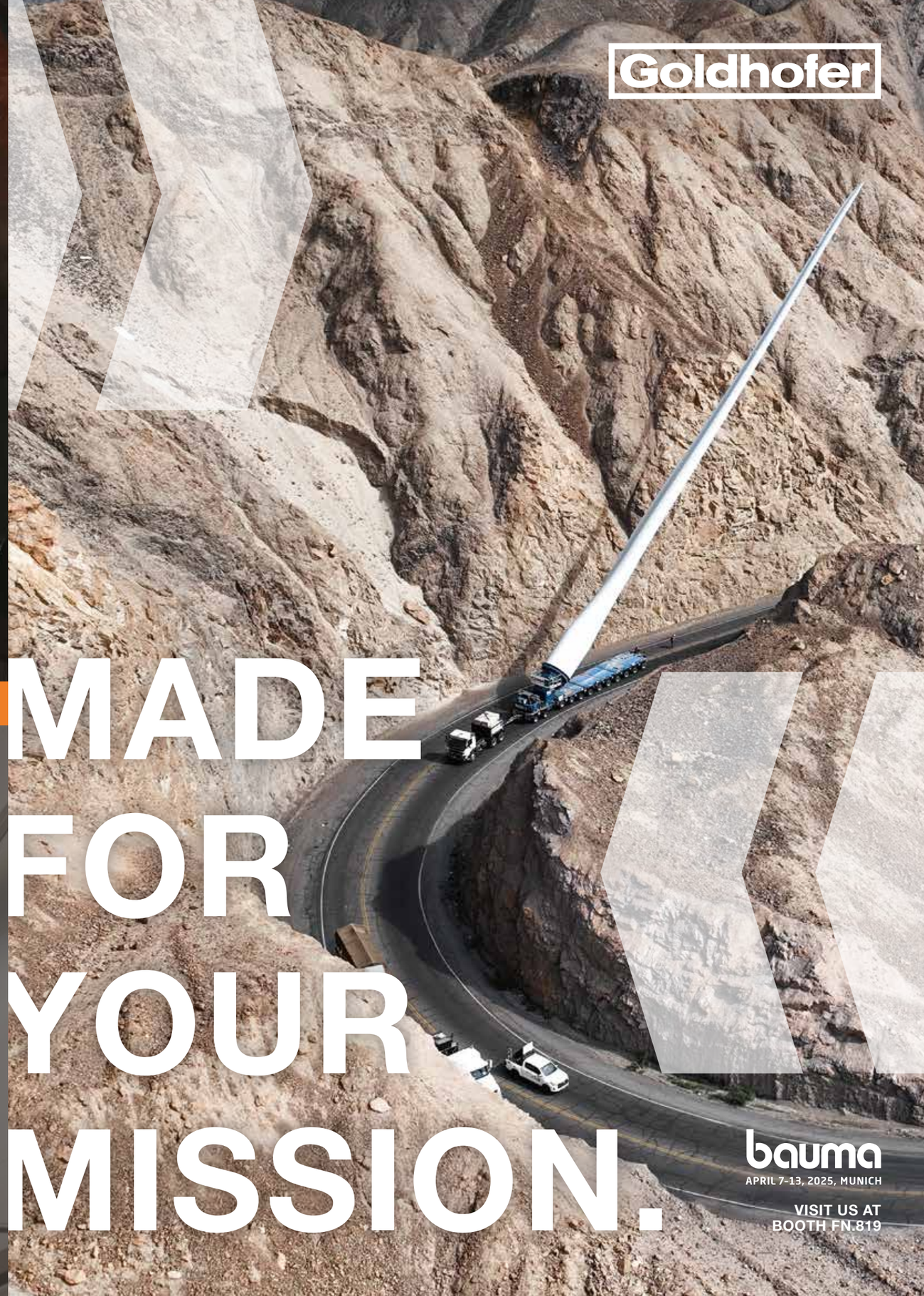


TBM SUSHILA COMPLETES MAJOR MILESTONE IN HS2'S NORTHOLT TUNNEL PROJECT

A major milestone in the construction of the High Speed 2 (HS2) railway was reached on Saturday, March 15, 2025, as TBM Sushila's cutterhead, front, and middle shield were lifted from a vent shaft in a single operation. Weighing 850 tonnes, the components were extracted using a powerful 750-tonne gantry crane, marking the conclusion of the tunnel boring machine's role in the Northolt Tunnel project.

TBM Sushila, manufactured by Herrenknecht AG, was deployed as one of four tunnel boring machines deployed for the Northolt Tunnel, was launched from West Ruislip in October 2022. Over the course of its journey, it excavated more than 1.2 million tonnes of earth and installed 4,217 tunnel rings. It successfully completed its 5-mile (8.4 km) tunneling operation in December 2024. This tunnel will allow HS2 trains to travel between Old Oak Common Station in London and the outskirts of the capital, playing a key role in the high-speed railway's connection between London and Birmingham.

The extraction process was a complex engineering feat, requiring meticulous planning and execution. The use of a 750-tonne gantry crane ensured the safe removal of the massive components, an essential step in clearing the tunnel for the next phases of the HS2 project. Images of the operation, released by HS2 Ltd., highlight the scale and precision involved in handling such large machinery. The Northolt Tunnel forms part of HS2's Phase One, which aims to improve rail connectivity and reduce journey times between major cities in the UK. The project utilizes advanced tunneling techniques to minimize environmental and community disruption while ensuring efficient construction progress.

With TBM Sushila now successfully removed, attention shifts to completing the remaining sections of the Northolt Tunnel and advancing HS2 toward its ultimate goal of transforming the UK's railway network. The completion of this tunneling phase represents another step forward in the realization of one of Europe's largest infrastructure projects.

ENGINEERING THE FUTURE OF HEAVY TRANSPORT:

AN EXCLUSIVE INTERVIEW WITH MICHAEL GREINER, MANAGING DIRECTOR OF GREINER HEAVY ENGINEERING

With a history spanning over four decades, Greiner Heavy Engineering has established itself as a leader in specialized transport solutions. Under the leadership of Michael Greiner, the company continues to push the boundaries of engineering innovation, delivering advanced solutions for industries such as aerospace, energy, and heavy transport. In this exclusive interview, Move It Magazine speaks with Michael Greiner about his journey, the company's most ambitious projects, and the future of heavy transport technology.

MOVE IT MAGAZINE: Can you share your journey to becoming the head of Greiner Heavy Engineering? What were some pivotal moments along the way?

MICHAEL GREINER: Greiner was founded in 1980, when I was just 10 years old. At that time, it was a given that I would help out in the family business. After completing my technical training in 1991, I joined the company full-time, gaining hands-on experience across various service projects worldwide. My journey was briefly interrupted by military service and my studies in mechanical engineering. In 2004, I took on the role of Managing Director at Greiner GmbH. A major turning point came in 2011 when my father, Karl Greiner, the company's founder, unexpectedly passed away. Stepping into his shoes was both an honor and a challenge, but it shaped the direction of the company moving forward.

MOVE IT MAGAZINE: Looking back at your career, are there any particular achievements that stand out as especially rewarding?

MICHAEL GREINER: One of the most rewarding aspects of my career has been the hands-on experience I gained in my early years, both in assembly assignments and in the workshop. These formative years provided me with a deep understanding of special vehicle construction. I am grateful for the second-chance education I received in this field, as it allowed me to experience all facets of our industry firsthand.

MOVE IT MAGAZINE: What motivated you to join the heavy transport and engineering sector, and what keeps you passionate about it?

MICHAEL GREINER: Initially, I felt a sense of duty to follow in my father's footsteps. However, over time, my perspective evolved. Today, I am driven by the incredible team we have built at Greiner. Over the years, professional relationships have turned into deep friendships. We all share a passion for engineering and the thrill of executing complex transport operations. Seeing our products successfully deployed in the field and receiving positive feedback from customers is a constant source of motivation.

MOVE IT MAGAZINE: Greiner has a long history of innovation. How do you maintain that pioneering spirit since the company's founding in 1980?

MICHAEL GREINER: The key to continuous innovation is listening to our customers. By understanding their technical needs and aspirations, new ideas and developments emerge naturally. Of course, this would not be possible without the expertise and dedication of our team. While not every request can be fulfilled, our focus is always on pushing the boundaries of what's possible in heavy transport engineering.

MOVE IT MAGAZINE: Your company motto is "Impossible is not an option!" Could you share an example of a project where this mindset played a crucial role in delivering a solution?

MICHAEL GREINER: One memorable project was the special bridge-drive-over system we developed for French motorways in 2004. This was a critical solution for transporting heavy press components to an Airbus plant in France. In collaboration with our customer Wirzius, press manufacturer Siempelkamp, and French authorities, we designed and manufactured nearly 300 meters of beams, eight hydraulic lifting portals, and other essential components—all in under four months. The hydraulic combination of Goldhofer platform trucks with our lifting gantries was a groundbreaking achievement.

MOVE IT MAGAZINE: What are some of the most exciting projects Greiner Heavy Engineering is currently working on?

MICHAEL GREINER: Currently, we are manufacturing three scissor lift bridges with capacities ranging from 250 to 400 tons. Additionally, we are developing fully electric special vehicles with autonomous driving capabilities for the aviation industry. Each of these projects is highly customized, incorporating our proprietary design features to meet unique customer demands.

MOVE IT MAGAZINE: Can you give us more insight into the SEFIRO system? How does it stand out in the market?

MICHAEL GREINER: SEFIRO remains unique in the market due to its 630 mm minimum loading height and impressive 38-ton axle load. Special solutions with loading heights under 400 mm have also been successfully implemented. Our patented axle system is entirely maintenance-free, which sets SEFIRO apart from competitors. Industry leaders such as General Electric, Siemens, Rolls-Royce, and Airbus have been relying on SEFIRO for decades, proving its effectiveness in energy and aerospace applications.

MOVE IT MAGAZINE: The energy sector is a significant driver of demand for your products. How is Greiner supporting the energy transition?

MICHAEL GREINER: Our products play a crucial role in both in-plant heavy-duty assembly and heavy transport. SEFIROs, lifting systems, and in-house heavy-duty trailers are widely used by manufacturers and end customers alike. For public road transport, we provide specialized solutions such as girder decks and cable drum transport systems, particularly for Germany's power grid expansion and the wind energy sector.

MOVE IT MAGAZINE: Customization is one of Greiner's strengths. How do you balance innovation with practical requirements when designing bespoke solutions?

MICHAEL GREINER: Our company's manageable size allows for close collaboration with customers. Each client is assigned a dedicated technical contact who supports the project from inquiry to delivery. By actively engaging with operators and gathering feedback from field assignments, we ensure that our solutions align with both innovation and real-world usability.

MOVE IT MAGAZINE: Greiner has been at the forefront of technological advancements. What are some of the most exciting innovations you're currently working on?

MICHAEL GREINER: We have been offering diesel, electric, and hybrid drive solutions for years, and we continue to refine these technologies, particularly in battery efficiency. We are also exploring hydrogen technology, although industrial demand remains uncertain. Another key area of focus is the advancement of fully autonomous driving capabilities, with ongoing research into GPS-based navigation systems.

MOVE IT MAGAZINE: Can you discuss the development of hydrogen power packs at Greiner? How do you see hydrogen shaping the future of heavy transport?

MICHAEL GREINER: While we have the capability to develop hydrogen-driven solutions, we have observed a decline in industrial interest for such systems. At the moment, demand for hydrogen in our sector remains low. However, we continue to monitor developments closely and are ready to pivot should the market shift in that direction.

MOVE IT MAGAZINE: How do you see Greiner Heavy Engineering evolving over the next 5-10 years? What new markets or technologies are you exploring to stay ahead of the competition?

MICHAEL GREINER: I believe our future lies in optimizing existing products and developing new ones in collaboration with our customers and partners. The energy sector will remain a key focus for us, alongside continued advancements in electrification and autonomous technology. As always, our commitment is to staying at the forefront of innovation in heavy transport engineering.

BAY CRANE COMPANIES: PROVIDING UNLIMITED SOLUTIONS FOR AMERICA'S HEAVY LIFTING AND TRANSPORTATION NEEDS

By combining a modern fleet, cutting-edge technology, and a highly skilled team, Bay Crane is well-equipped to meet the evolving needs of industries that rely on precision lifting and transport solutions.

For more than eight decades, Bay Crane Companies has set the standard for crane rental, rigging, and specialized transport services across North America. With a fleet that exceeds 800 cranes and a network of 24 full-service locations spanning the Northeast, Midwest, and Mid-Atlantic regions, Bay Crane has built its reputation on reliability, innovation, and expertise. Whether tackling the most intricate lifting projects or executing large-scale transportation operations, Bay Crane remains the trusted partner for industries such as construction, infrastructure, energy, and heavy manufacturing. Let's take an in-depth look at the key services that make Bay Crane a leader in its field.

CRANE FLEET OVERVIEW

Bay Crane maintains one of the most extensive crane fleets in North America, capable of handling lifts of virtually any scale and complexity. The company's all-terrain hydraulic cranes, reaching capacities of up to 900 tons, provide versatile lifting solutions for urban and off-road environments alike. Its crawler cranes, with capacities up to 1,200 tons, offer stability and strength for major infrastructure and energy projects. Additionally, Bay Crane's hydraulic crawler cranes (up to 265 tons) and rough terrain cranes (up to 160 tons) ensure adaptability to challenging work conditions.

For more specialized applications, Bay Crane offers a variety of industrial lifting solutions, including carry deck cranes (up to 25 tons), tower cranes (up to 30 tons), luffing tower cranes (up to 26.5 tons), and self-erecting tower cranes (up to 8.8 tons). The company also provides Versa-lifts (up to 70 tons) and industrial forklifts (up to 60 tons), ensuring precision lifting for industrial projects. With additional support from swing cab tele-handlers (up to 8.25 tons) and Lulls and tele-handlers (up to 8 tons), Bay Crane has the equipment and expertise to meet the needs of any lifting challenge.

Beyond the machines, Bay Crane delivers a full-service approach, offering in-house engineering, local safety support staff, and experienced project management teams to ensure each project is completed safely and efficiently.

COMPREHENSIVE RIGGING TACKLE SOLUTIONS

Lifting is only one part of the equation—proper rigging is crucial to ensuring safe and effective operations. Bay Crane's extensive inventory of rigging tackle is designed to support heavy-duty lifting projects with maximum safety and precision. With large inventory wire rope slings reaching up to 5" in diameter and custom-designed spreader beams capable of supporting up to 700 tons, Bay Crane provides the necessary strength and flexibility for unique lifting challenges.

The company also offers cantilever beams up to 75 tons, jack and slide systems capable of moving 500 tons, and a hydraulic gantry service that can lift up to 1,000 tons. Specialized hydraulic turntables, high-lift gantry shark link systems, and electronic skate systems (up to 40 tons) further enhance Bay Crane's ability to move and position massive loads with ease.

With shackles ranging up to 200 tons, rolling blocks of varying capacities (from 8 to 200 tons), and load equalizing triangles supporting up to 200 tons, Bay Crane ensures that even the most complex lifts are executed with stability and control. The company's expertise extends to dunnage tackle solutions, including beams, stools, timber, and steel matting, as well as custom-engineered rigging solutions tailored to specific project needs. For vertical lifting solutions, Bay Crane offers construction hoist rentals, supporting single and dual-car configurations with capacities up to 7,100 pounds.

ADVANCED HEAVY HAUL AND SPECIALIZED TRANSPORTATION SERVICES

Beyond cranes and rigging, Bay Crane is a powerhouse in specialized transportation, offering industry-leading heavy haul solutions that move massive loads safely and efficiently across the country. With an extensive fleet of high-capacity trailers, Bay Crane ensures the seamless transport of oversized and overweight cargo for infrastructure, energy, and industrial projects. The company's suspension beam trailers include models with capacities of 125, 300, and 400 tons, enabling the transport of ultra-heavy loads with precision. Bay Crane also utilizes multi-axle perimeter trailers, including 11-, 13-, 17-, and 19-axle configurations, which provide the necessary support and flexibility to transport irregularly shaped or weight-intensive loads.

Further enhancing its capabilities, Bay Crane's fleet includes cutting-edge modular trailer systems such as the Goldhofer PST/SL-E and THP/SL, as well as the Goldhofer P12 PLUS, which offers unparalleled versatility for oversized transport.

Additionally, the Faymonville TeleMAX, Highway-MAX, and MegaMAX trailers provide specialized solutions for long, high, or heavy cargo.

The Scheuerle HIGHWAY GIANT and Goldhofer drop deck and vessel deck trailers ensure that even the most challenging transport tasks are handled with precision.

No matter the size or weight of the cargo, Bay Crane delivers over-the-road transport solutions with efficiency and safety at the forefront. Whether it's a critical piece of infrastructure, an industrial component, or energy sector equipment, Bay Crane's specialized transportation team ensures seamless execution from pickup to delivery.

A LEGACY OF EXCELLENCE AND INNOVATION

Since its founding in New York, in 1939, Bay Crane has grown into one of the largest and most trusted names in the crane and heavy haul industry. Its strategic expansion, including a major push beyond New York City in 2009 and an aggressive acquisition-driven growth strategy since 2021, has positioned the company as a national leader in lifting, rigging, and specialized transport solutions.

With a commitment to innovation, safety, and customer satisfaction, Bay Crane continues to provide unparalleled expertise in executing complex lifting and transportation projects.

By combining a modern fleet, cutting-edge technology, and a highly skilled team, Bay Crane is well-equipped to meet the evolving needs of industries that rely on precision lifting and transport solutions. Whether it's a high-rise construction project in a congested urban center, a wind turbine installation in a remote location, or the movement of an industrial component across state lines, Bay Crane Companies delivers unmatched expertise and service. As the industry continues to evolve, Bay Crane remains steadfast in its mission: to provide safe, innovative, and efficient lifting and transportation solutions that help build and sustain the future.

TO LEARN MORE ABOUT BAY CRANE:
HTTPS://BAYCRANE.COM

DRIVING TOWER CRANE CONTROL TO NEW HEIGHTS

Mikael Holmberg, Segment Sales Manager, Cranes and Winches at ABB Drive Products, explains how advances in crane automation, control systems and safety technologies are shaping the future of construction.

MODERN TECH FOR MODERN BUILDING SITES

Tower cranes are the backbone of modern construction. But the industry faces several ongoing challenges. Issues with crane stability, energy efficiency, and the complexities of integrating new technologies make innovation more important than ever. Also, since tower cranes aren't permanent fixtures, they require smooth commissioning to minimize disruption and environmental impact.

This is where the dedicated tower crane functions built into ABB's market-leading variable speed drives (VSDs) offer major advantages in terms of safety, performance and controllability. Designed to make setup and operation simpler and more reliable, they are perfectly suited for both new crane developments and retrofitting projects. Whether cranes operate in bustling cityscapes or remote sites, these intelligent solutions, coupled with our years of application expertise, keep operations running smoothly under all conditions.

ABB drives, like the state-of-the-art ACS880, feature specialized software for precise control of all the vital movements – hoisting (for raising and lowering loads), trolleying (moving the hoist along the boom, luffing (changing the angle of boom), and slewing (rotating the boom horizontally). Additional crane-specific features also include mechanical hoist brake control, hoist speed optimization, and innovative machine safety functions.

Through the right combination of motors, drives, PLCs (programmable logic controllers), and HMI (human-machine interface), tower cranes can be far more productive, safe, and reliable. Combining advanced control systems and dedicated application software based on engineering expertise addresses challenges like motor instability, drive inefficiency, poor integration, and safety concerns while allowing benefits like energy sharing between drives – ultimately improving crane operations and site productivity.

LET'S CONTINUE THE CONVERSATION. REACH OUT TO ME AT
mikael.holmberg@fi.abb.com
AND LET'S EXPLORE WHAT'S POSSIBLE ->

PUTTING BRAIN POWER INTO CRANE POWER

Construction sites are only getting more complex. Tower crane systems that facilitate business processes, energy savings, and safety improvements are, therefore, crucial. The good news is that, while construction has grown in complexity, automation technology has developed to the point where it can adjust cranes reliably in real time, helping to optimize performance.

Control over crane movements is critical, not just for efficiency but for safety, too. Issues like sudden load shifts and oscillation can cause delays and safety risks. The precise control offered by ABB drives keeps movements steady and without disruptions.

The drive-based intelligence featured in ABB's ACS880 drive incorporates well-proven, dedicated software accessible through the +N5650 Tower Crane software package, offering advanced functionality to smoothly control the crane movements. This pre-engineered and tested software forms the core of construction crane control, enabling precise adjustments in movement with performance tailored to each site's specific needs. It also significantly reduces development costs for crane builders.

STEADY HANDLING, SECURE WORKSITES

In addition to making operations more efficient, control and precision also prevent accidents. Advances in drive-based motion control technology are eliminating jerky lifting and lowering, stopping sudden load shifts and keeping positioning accurate, reducing potentially expensive and dangerous mistakes.

Another key development is the optimization of start-up torque, which reduces the strain on hoist motors. ABB's crane systems can monitor and adjust hoisting speed automatically, depending on the load weight, speeding up cycle times and improving overall efficiency. Furthermore, should a mechanical brake on the hoist should fail, the brake match function can catch it "on the fly", preventing the load from falling and enabling it to be lowered safely to the ground. Slew control also keeps the boom (or jib) rotating smoothly without oscillating or overshooting – making precise positioning easier and cutting the risk of accidents or damage.

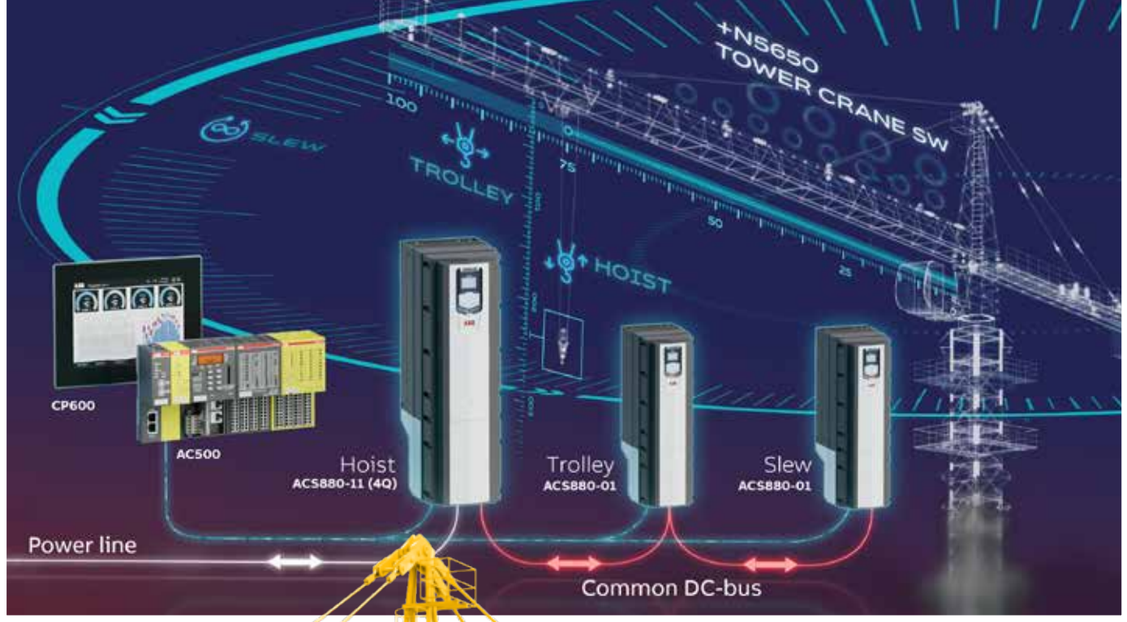
PUSHING CRANE CAPABILITIES EVEN FURTHER

Construction sites often have multiple cranes working closely together, meaning collisions are a serious concern. PLCs like ABB's AC500-S Safety support features such as fail-safe floating point and fail-safe trigonometric calculation in combination with safe communication (sometimes wireless). This approach can detect and avoid crashes between cranes, buildings, and other objects in the same area.

It's also essential to avoid suspending loads over highways, schools, hospitals, and other sensitive locations. With the smart safety functions offered by ABB's PLCs it is possible to set no-go zones to protect workers, equipment, and surrounding structures. The option to synchronize hoist, trolley, and slewing movements further improves precision.

LIFTING LOADS, LOWERING COSTS

Energy efficiency in crane operations is a growing trend, with many crane manufacturers striving to cut energy waste and lower operating costs – a win-win. Because tower cranes constantly switch between motoring (lifting) and generator (lowering) modes, they create huge energy demands. A key capability of drives is that they can regenerate energy from lowering loads and braking and share it over a common DC-bus. This energy that captures and redistributes would otherwise be lost so it can power other crane functions. In some cases, the drive package can even feed excess energy back into the grid if the environment allows.



SAFETY THAT WON'T BUCKLE UNDER PRESSURE

As well as improving efficiency, modern crane manufacturers are placing greater emphasis on safety by opting for advanced features based on an open safety philosophy that meets rigorous global standards. All ABB drives, for example, incorporate Safe Torque Off (STO) that immediately halts dangerous movements in an emergency. Additional functional safety plug-in modules can expand the drive's built-in safety. In ABB's ACS880 drives these functions are triggered via PROFIsafe over PROFINET, enabling seamless communication between the drive and a safety PLC such as the AC500-S Safety PLC. This provides a flexible and scalable solution for implementing functions like Safely-Limited Speed (SLS) during operation. This approach can support global standards, including PROFINET/PROFIsafe and CIP Safety. That means certified safety wherever tower cranes are deployed.

LOCKED IN AND LINKED UP

With more cranes using remote access and cloud connectivity, cyber security is an increasing challenge. Advanced security features included in PLCs like ABB's AC500 are an essential part of the crane's overall security systems. Crane owners or OEMs can also use the technology to identify and fix issues remotely – that means fewer site visits and less unplanned downtime. Plus, secure cloud connectivity offers transparency and insight, keeping operations running smoothly.

THE SKYLINE OF TOMORROW

Digitalization, automation, safety, security, and sustainability are shaping the future of tower-crane technology. ABB is leading the way with new solutions that embrace these global trends. From remote control with smart automation, safety and security that allows one operator to control multiple cranes remotely, to connected diagnostics that cut downtime, we're pushing boundaries. And with energy-efficient innovations like regenerative braking and smart power distribution, we're helping construction become more sustainable, too.

HALF A CENTURY OF LIFTING AMBITIONS

Founded in 1975 in the picturesque town of Idiazabal, in the Basque Country of Spain, Jaso Tower Cranes began as a small family business with a clear vision to manufacture cranes capable of meeting the evolving demands of the construction industry. Over the past five decades, Jaso has grown from these humble beginnings into one of the global leaders in the tower crane industry. Here's a look at some of the key milestones that have defined Jaso's 50-year journey.

In its early years, Jaso's focus was on producing cranes that could endure the increasing demands of the construction sector. The company quickly established a reputation for reliability, quality, and innovation within the Spanish market. By 1987, Jaso had become a dominant player in Spain's crane manufacturing industry, making it clear that the company was on the path to significant growth. This success would soon serve as the springboard for Jaso's international expansion.

A GLOBAL VISION: BREAKING BOUNDARIES

By the mid-1990s, Jaso was ready to take on the world. In 1996, the company introduced its first luffing crane—an innovative design that would change the industry. The luffing crane, with its ability to operate in constrained spaces while offering increased load capacities, quickly became a game-changer. That same year, Jaso made its international debut with the first sale of the luffing crane to Singapore, marking the company's entry into global markets. This pivotal moment opened the door for Jaso to expand its reach and cement its position as a respected player on the international stage.

In 2005, Jaso opened a new plant in Zaragoza, Spain, doubling its production capacity. This strategic move allowed the company to meet the growing demand for its cranes. With enhanced manufacturing capabilities, Jaso was well-positioned to continue scaling its operations and to expand its global presence. Just two years later, in 2007, Jaso set a new production record by manufacturing over 1,100 units in a single year—a clear demonstration of the company's robust manufacturing processes.

In 2015, Jaso took a major step in its evolution by restructuring and rebranding itself as Jaso Group. This new identity consolidated the company's three divisions—Jaso Tower Cranes, Jaso Elevation Systems, and Jaso Industrial Cranes—into a unified entity. The reorganization streamlined operations, improved collaboration across divisions, and reinforced Jaso's position in the global crane manufacturing industry.

GROUNDBREAKING INNOVATIONS: THE J780PA AND J1400 CRANES

Innovation has always been at the heart of Jaso's success, and the company's dedication to pushing the boundaries of crane technology is evident in the development of its flagship cranes.

In 2017, Jaso launched the Luffing J780PA, a crane that quickly became a cornerstone of the company's product portfolio. With its advanced technology and exceptional lifting capacities, the J780PA solidified Jaso's reputation as an industry innovator, capable of providing solutions to meet the most demanding construction needs.

Two years later, Jaso introduced the J1400, its largest low top crane, designed specifically for a major project in Singapore. The J1400, with a 64-ton capacity, was built to tackle some of the most challenging construction projects.

TECHNOLOGICAL ADVANCEMENTS: THE OPTIMUS LINE

Jaso's commitment to innovation continued in 2023 with the launch of the Optimus Line—a technology designed to tackle the complex technical and logistical challenges of modern construction. The Optimus Line incorporates advanced features that improve operational efficiency, reduce energy consumption, and enhance crane performance on job sites. This new offering represents the latest example of Jaso's forward-thinking approach to crane manufacturing, ensuring that its clients can navigate the challenges of modern construction.

THE JAAGPAD PROJECT: ENERGY-EFFICIENT SOLUTIONS FOR URBAN DEVELOPMENT

Jaso's cranes have played a crucial role in several high-profile projects, one of which is the Jaagpad Project in Alkmaar, Netherlands. This development addresses the country's housing shortage by providing 411 apartments, along with an underground parking garage. The project's challenges—including power shortages, grid congestion, and the nitrogen crisis—required creative solutions. Jaso's J560 and J365 Tower Cranes, equipped with eco and super-eco modes to reduce energy consumption, were integral to the project's success. This was crucial for the Jaagpad project, as the heaviest cranes could handle a maximum load of no less than 24,000 kg.These cranes not only helped streamline construction but also ensured a minimal environmental impact.

Jaso's dealer in the Netherlands, TEKA Kranen B.V., has been instrumental in delivering these energy-efficient solutions. Known for their exceptional technical service, TEKA Kranen works closely with construction companies to ensure that Jaso's advanced crane technology meets project-specific needs, further solidifying Jaso's reputation as a trusted partner in the construction industry.

LOOKING AHEAD: 50 MORE YEARS OF INNOVATION

As Jaso Tower Cranes celebrates its 50th anniversary, the company remains committed to providing innovative crane solutions that meet the demands of the ever-evolving construction sector. The story of Jaso Tower Cranes is one of relentless innovation, growth, and dedication to excellence. As the company looks to the future, there is no doubt that its legacy will continue to shape the tower crane industry for decades to come.

LIEBHERR TOWER CRANE HELPS BUILD HARZ PEAK

The highest viewing tower in the Harz Mountains, described as "the world's largest witches' broom," has been successfully erected in Rothesütte, near the Lower Saxony border. The impressive structure, standing 70 metres tall, will provide breathtaking panoramic views of the Harz forests, meadows, and mountains, stretching as far as the Wurmberg and Brocken.

The construction of this landmark tower posed significant logistical challenges due to its remote location and difficult access. To overcome these obstacles, a Liebherr 340 EC-B 16 tower crane, supplied by Hüffermann, played a crucial role in the assembly process. With a hook height of 57.5 metres and a 40-metre radius, the crane demonstrated its capability in lifting and positioning 12.5-tonne steel sections onto the tower's concrete base.

In total, approximately 2,560 steel parts and over 22,300 bolts were required to complete the 452-tonne steel structure. Thanks to its high lifting capacity and operational flexibility, the Liebherr 340 EC-B 16 facilitated the precise installation of the steel components before being dismantled at the end of 2024.

The 'Hexenbesen' (Witches' Broom) and the Harzer Hexenreich Project

This remarkable viewing tower, known as the 'Hexenbesen' (Witches' Broom), is a key element of the 'Harzer Hexenreich' (Harz Land of Witches) attraction. Designed to immerse visitors in the region's rich folklore and mythology, the tower will feature an interactive exhibition exploring local witchcraft legends. Additionally, it will be integrated into the famous 'Harzer Hexenstieg' hiking trail, further enhancing the area's appeal as a premier tourist destination.

The project, backed by €10.1 million in funding from the state of Thuringia, is scheduled for completion in 2025. Once open to the public, the tower is expected to draw visitors eager to experience its stunning views and delve into the mystical world of the Harz Mountains' legendary past.

With its blend of cutting-edge construction and cultural significance, the 'Hexenbesen' tower stands as a testament to both modern engineering and timeless folklore, set to become a landmark destination for years to come.

INNOVATIVE LIFTING SOLUTIONS FOR LONDON'S SKYLINE

obert McAlpine is deploying three Potain tower cranes to support the 2 Finsbury Avenue (2FA) development, an ambitious skyscraper project located in the heart of London's financial district. This high-profile construction, consisting of dual 170-meter high-rise towers, promises to reshape the skyline and is slated for completion in 2027. With its unique architectural challenges and limited access in a dense urban setting, the project demands cutting-edge engineering solutions.

The 2FA development's location and scale introduce several challenges for construction, including extreme working heights and space constraints. The choice of tower cranes was critical to meeting these demands. Sir Robert McAlpine worked closely with Manitowoc's Lift Solutions Team, who provided specialized crane bases and anchorage solutions, ensuring safety and efficiency throughout the project. The planning process, which began in 2021, involved customizing the cranes' setup to tackle the site's complexities.

"We knew from the outset that this project would require detailed planning due to the scale and confined working conditions. Potain luffing-jib tower cranes were selected for their strong lifting capacities and rapid operation—key requirements for a project of this magnitude," **said Steve Wright, Commercial Plant Manager at Sir Robert McAlpine**. *"We ran several scenario plans to ensure we had the right combination for handling heavy loads in such a constrained environment."*

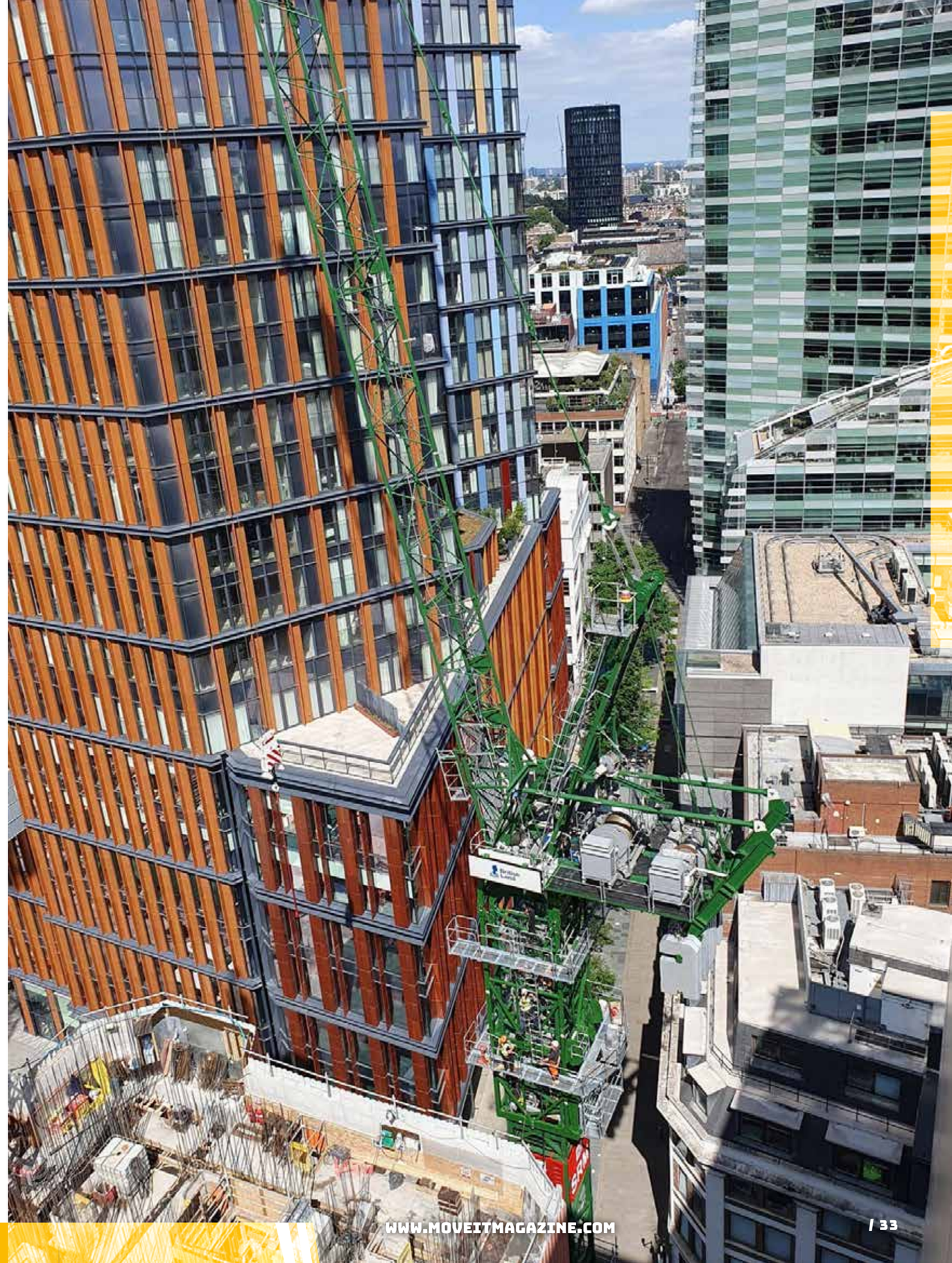
The three Potain cranes on-site include one MR 418 model and two MR 225 A models. The MR 418 was strategically placed on an elevated platform, while the MR 225 A cranes were positioned on the 13th and 15th floors of the building. This configuration optimizes the available space and allows for efficient lifting operations. The platform supporting the MR 418 was mounted on vertical legs connected directly to the building's piles, ensuring proper load transfer and stability.

Jako Van der Walt, Lead Design Engineer at Sir Robert McAlpine, acknowledged the engineering challenges, stating, *"This project has pushed our team to develop new solutions, and the crane installation was one of the most complex tasks we've faced. The support from Manitowoc Lift Solutions was instrumental in achieving the desired crane bases and ensuring proper tie-offs as the building rises."*

A unique feature of the MR 418 crane on-site is the Potain Cab-IN personnel elevator, which offers a practical solution for transporting operators and technicians up and down the 150-meter structure. This marks the first use of such a feature for Sir Robert McAlpine, underscoring the company's commitment to innovation and safety on high-rise projects.

The cranes, which arrived in August 2024, will be in operation until mid-2025. During this period, they will be used to lift and position heavy loads such as steel components and essential mechanical, electrical, and plumbing (MEP) elements required for the building's roof. The MR 418 crane has a 24-ton capacity and will operate with a 50-meter jib, while the MR 225 A cranes, each with a 14-ton capacity, will operate with 45 to 50-meter jibs.

For Sir Robert McAlpine, a company with a rich history in construction dating back to 1869, this project is another step in its legacy of delivering iconic buildings. Known for its expertise in design, development, and infrastructure, the company continues to shape the UK's architectural landscape with cutting-edge solutions, and the 2FA development is no exception.



SIX RAIMONDI MRT573 TOWER CRANES POWER LANDMARK RATHBORNE DEVELOPMENT

Walls Construction Deploys Heaviest Lifters in Fleet for Large-Scale Dublin Project

Walls Construction, one of Ireland's leading construction companies, has deployed six Raimondi MRT573 flat-top tower cranes for the development of a landmark mixed-use project in Rathborne, Dublin. Supplied by Irish Crane & Lifting, the official Raimondi agent in Ireland, these cranes represent the heaviest lifting capacities in the company's fleet and will remain onsite for approximately 24 months until project completion.

Robert Coffey, Director General of Irish Cranes, highlighted the longstanding collaboration between Irish Cranes and Walls Construction. *"We are proud to continue playing a pivotal role in Ireland's large-scale developments and to support one of the country's most prominent construction firms. For this jobsite, Walls Construction selected six of the most powerful cranes in our fleet, ensuring efficiency and precision in lifting operations."*

The six MRT573-24t cranes were chosen for their outstanding tip loads and overall performance, particularly suited for precast construction projects that demand high-capacity lifting capabilities. The MRT573, first introduced at Bauma in 2019, has been widely recognized for its exceptional versatility and reliability, setting the foundation for the newly introduced Raimondi T577, unveiled in Saudi Arabia in February 2025 at The Big5 Construct.

"Building on the success of the MRT573, the new T577 further enhances load handling, adaptability, and ease of installation," **said Mauro Masetti, Director of Sales at Raimondi Cranes.** *"With technological advancements improving jobsite safety, remote assistance, and lifting precision, these cranes are designed to minimize downtime and optimize efficiency."*

Some key specifications of the MRT573s onsite include jib lengths ranging between 40m to 50m, tip loads spanning between 16,5t and 12,4t at maximum freestanding height of 72m. All cranes, erected at final configurations, are equipped with a hoist gear of 110kW and are able to lift at a maximum speed of 109m/min having a drum capacity of 1000m.

Installation of the six cranes was completed over a six-month period by Irish Cranes' operations team. Given the site's proximity to residential areas and a railway station, stringent safety measures have been implemented to ensure regulatory compliance and seamless operations.

"To enhance jobsite safety and efficiency, all six cranes have been equipped with advanced zoning and anti-collision systems, preventing potential interference between machines and nearby structures," **added Coffey.** *"Additionally, some of the cranes have been de-rated to 75% of their maximum lifting capacity in line with existing safety regulations, while still maintaining optimal performance for the project's lifting requirements."*

The Rathborne mixed-use development will feature six buildings with heights of up to 14 floors, comprising approximately 700 residential units and commercial spaces. The deployment of the MRT573 cranes underscores the increasing industry demand for high-capacity lifting solutions, particularly in large-scale residential and commercial developments.

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LIFTING TITANS: THE WORLD'S 10 STRONGEST AND BIGGEST CRANES

BY JIMMY WEBB,

There isn't much that's more impressive than the technology, engineering, and physical feats of cranes. So, let's find out what the biggest and strongest cranes are. There are many different categories of cranes that serve different purposes, so here is a list of some of the most powerful of the main categories used in construction and shipping. You should note that these cranes aren't to be directly compared to each other. They're the biggest and strongest of their respective categories.

10 ZOOMLION 730T - TOWER CRANE R22000-730

One thing China do well is making large cranes. This is no exception. Not only is the R22000-730 from ZOOMLION the strongest tower crane in the world, with a maximum lifting capacity of 730t, it has the ability to be freestanding (not tied into a building) at 143m high. And the capacity at the end of the 70m jib is a truly impressive 283.7t. This gives the crane the ability to lift heavy objects over a large working area, making it great for projects involving thermal power, nuclear power, stadiums, bridges, and housing. It integrates two cranes. A flat-top (or saddle-jib) and luffing jib. The lower flat-top can do the ad hoc heavy lifting, while the smaller luffer can carry out the everyday lighter lifting, even though that can still lift an impressive 50t. This helps to keep the power usage down. The crane is equipped with a multi-cylinder synchronous jacking system. This is suitable for projects needing high synchronisation, meaning the crane's height can be adjusted, depending on the project's needs.

It also has a built-in anti-collision system to avoid colliding with other cranes, and it utilises mobile counterweight technology. This means, as the trolley on the front jib travels outwards, the counterweight on the back-jib can travel backwards to ensure optimum balance and lifting capacity.

- Maximum freestanding height - **143M**
- Maximum jib length - **70M**
- Maximum lifting capacity - **730T**
- Tip load - **283.7T**

09 LIEBHERR 1200T - TELESCOPIC CRAWLER CRANE LTR11200

- Lifting capacity - **1200T**
- Main Boom - **100M**
- Maximum lifting height - **189M**
- Crawler track width - **4.8M**
- Counterweight - **202T**

The Liebherr LTR11200 might not be the strongest crawler crane on the market but, with a 1200t lifting capacity, it is the strongest telescopic crawler crane in the world. Also, at 100m in length, the boom is the longest among other telescopic crawlers. And the setup time is far shorter than with lattice boom crawler cranes.

The crawler track undercarriage enables the crane to move to another position on the project without the need to derig the crane, plus the narrow 4.8m track base allows it to travel on narrow roads, making it a versatile piece of kit.

One of the reasons this crane can lift so much is because of the Y-guy system on the telescopic boom. All these factors make for an all-round great crane.

08

LIEBHERR
3000T - CRAWLER CRANE
LR 13000

- Maximum lifting capacity - **3000T**
- Maximum hook height - **248M**
- Maximum lifting height - **245M**
- Maximum radius - **200M**

When it comes to strength, not only are Liebherr cranes powerful, they're also very well built. The steel used in the cranes' structures are of the highest quality. So, it's no surprise that, with a 3000t lifting capacity, the LR 13000 is the most powerful conventionally designed crawler crane in the world. It's also Liebherr's largest crane, and the world's tallest crawler crane, with a 245m lifting height. Martin Frankenhauser, Liebherr's Technical Sales of Crawler Cranes says, 'The crane has significantly lower ground pressure than comparable competitors thanks to wide crawler plates and extended crawler tracks. It has a very flexible, unique boom system from very light (SL boom without derrick counterweight) to super heavy with P-boom The highest max. boom configuration is the SDWB configuration with 120m main boom + 126m luffing jib.
We also want to mention its fail-safe drive concept with redundant systems and maintenance-friendly design.'

07. XCMG 4000T MOBILE TELESCOPIC CRANE XCA4000T

- Maximum lifting capacity - **5000T**
- Full height capacity - **230T AT 170M**
- Width - **3.68M**
- Axles - **11**
- Travelling weight - **400T**
- Gradability - **16%**

XCMG set a new record by building their XCA 4000T wheeled mobile telescopic crane, which surpassed its predecessor, the XCA 3000T as the most powerful wheeled telescopic crane in the world.
The latest model's mobility, due to the 11 axles, as well as the 4000t lifting capacity, and the ability to lift 230t at a height of 170m, makes it ideal for building giant wind turbines of 10MW or more.

06'

SANY

4500T - CRAWLER CRANE

SCC45000A

- Maximum lifting capacity - **4500T**
- Load moment - **98 000TM**
- Main boom length - **120.5M**
- Boom & Jib - **216M**
- Engine power - **1282KW**

The SCC45000A is Chinese firm SANY's most powerful crawler crane. Boasting a whopping 4500t maximum lift capacity and 98000tm load moment, this crane continues to push crane lifting limits. When a crane can lift the equivalent to 4500 average adult pandas, it encourages competitors to sit up and take notice. The crane has four tracks and eight engines. And it can interchange into other smaller SANY models by utilising its two working configurations. A two-part boom that can be configured to be 216m and lift the maximum 4500t, plus a single boom that lifts 2000t.

05'

SARENS
5000T - LAND-BASED CRANE
SGC 250
"BIG CARL"

- Maximum lifting capacity - **5000T**
- Load moment - **150 000TM**
- Main boom length - **160M**
- Boom & Jib - **275M**
- Working height - **250M**

In November 2018, Belgian crane specialists, Sarens, launched what was then the largest land-based construction crane in the world, the SGC-250, more commonly known as Big Carl, named after Carl Sarens, the family business's Director of Global Operations, and great grandson of Frans Sarens, the company's founder.

The crane is the third of four generations of Sarens' SGC series. It tops the three with a 150000tm load moment and 5000t lifting capacity. Astoundingly, 2000 of those tonnes can be lifted at a 100m radius.

The 160m boom can be extended with a jib to increase the reach to 275m radius. That's five and a half Olympic swimming pools.

For the past few years, Big Carl has been working on its first UK project, Hinkley Point C nuclear power station in Somerset, the UK's largest civil engineering project, where it dwarfs the many tower cranes also working there. In fact, with a working height of 250m, it would almost be able to lift an object off the roof of 22 Bishopsgate, Britain's second tallest building. The crane is so large and renowned on the project, it's referred to as he.

He was delivered there on 250 lorries and utilises over 6km of rail. He can move 360° on a ring track, taking over 30 minutes to do a full revolution.

Dutch giants Mammoet have recently launched the SK6000, the now strongest land-based construction crane in the world.

It can lift 3000t up to 220m high. Because of this and the maximum 6000t lifting capacity, Mammoet believes the SK6000 is best suited for the flourishing offshore wind industry, where the ever-increasing sizes of physical components has created a demand for bigger cranes to lift them.

FPSO (Floating Production Storage and Offloading) and FLNG (Floating Liquefied Natural Gas) projects will benefit from this crane, because modules can be pieced together using fewer, larger pieces. Plus, because of the longer reach and the 510,000tm load moment, the smaller pieces at 3000t or 4000t can be lifted at a greater radius.

The SK in the model's name stands for self-propelled crane, which means it doesn't need another crawler or support structure to move.

The 4200t of ballast remains fixed in the centre of the ring, with the crane rotating around it.

All these elements reduce on-site construction time; transportation vehicles; operational risks; and major disruption, which in turn has a positive impact on cost, health and safety, and the carbon footprint.

04

MAMMOET

6000T - LAND-BASED CRANE

SQ6000

- Maximum lifting capacity - **6000T**
- Load moment - **520000TM**
- Ballast weight - **4200T**
- Maximum ground bearing pressure - **30T/M²**

03'

DHHI

20000T - GANTRY CRANE

TAISUN

- Safe Working Load - **20 000T**
- Overall height - **133M**
- Overall width - **144M**
- Maximum lift height - **80M**
- Dry dock length - **380M**
- Wire rope length - **50 000M**

Now we're in different area of lifting machinery. The TAISUN Gantry Crane has a gigantic 20,000t lifting capacity

This crane was designed by Dalian Huarui Heavy Industry (DHHI) and is used at the YRS (Yantai CIMC Raffles Shipyard) in the Shandong province, China. The crane was named after Mount Tai, aka Taishun Mountain, the province's famous mountain. It was created to install very large modules in semi-submersibles and FSPO projects.

And we have another record holder. In 2008, TAISUN lifted a 20,133 metric tonnes barge ballasted with water. The heaviest load ever lifted by a land crane. It's also won many awards.

Brian Chang, the founder of YRS stated that the crane costed around $40 million to build. You might think this a huge amount of money, but with Brian's vision of the crane saving around 2-million man-hours on a project, it was money well spent.

02'

HONGHUA GROUP
22000T - GANTRY CRANE
HONGHAI CRANE

- Maximum lifting capacity - **22 000T**
- Maximum lifting height - **71M**
- Height - **150M**
- Span - **124M**
- Total weight - **14 000T**
- Operating power - **1800KW**

So here we are. The strongest gantry crane in the world is the Honghai Crane. This 22,000t mobile gantry crane was built in 2014 by the Chinese Honghua Group. 80% of the gantry cranes in the global market are Chinese made.
Since its development, Honghai has been used to build aircraft carriers, as well as for onshore manufacturing, lifting, transportation and launching offshore oil drilling platforms. When it was first commissioned, it built the hull of a platform supply vessel (PSV), which got sent to Nordic Offshore Supply Unlimited, a Danish marine services company.
Cranes have got to be big to be able to lift these types of items, so it's no wonder why this crane's total weight is 14,000t. The amazing lifting feats are helped 48 hanging points that can lift up to 300t each.

01

ALLSEAS
48000T - OFFSHORE CRANE
PIONEERING SPIRIT

- Maximum lifting capacity:
- Topside Lifting System **48000T**
- Jacket Lift System **20000T**
- Pipe-Laying System **2000T**
- Special Purpose Crane **5000T**
- Length – **382M**
- Width – **124M**
- Maximum speed – **14 KNOTS**
- Installed power – **95000KW**

Now, this addition is a little different. Bear with me, I'll tell you why shortly.

Pioneering Spirit, owned by Allseas, is a huge catamaran type ship that's used for the installation and removal of offshore oil rig platforms, the installation of huge pipelines, and removal of offshore jackets.

Here's the clever part. The ship utilises a combination of crane lifting, plus jacking systems. The series of cranes include four rotating luffing jib cranes, a sheerleg crane, and most notably, twin main lifting beams that can lift jackets of up to 20000t. This Jacket Lift System (JLS) uses a clever water-ballast system to allow it to lift such heavy loads. It can lift a jacket and put it straight onto the ship, rather than onto a cargo barge. However, two cargo barges are available (Iron Lady and Braveheart), to transfer topsides and jackets to and from the main vessel.

But not only this, she has another trick up her sleeve. She uses her Topside Lifting System (TLS) to lift whole platforms of up to 48,000t onto the hull in one single lift, without the platform having to be separated into smaller pieces. The reason why this addition is a little different is because this element is a jacking system rather than a typical crane.

Pioneering Spirit is the world's largest construction vessel and the third longest ship in the world, being 382m long, 124m wide, and almost five times the weight of the Eiffel Tower. The two jacket lift beams are the largest 90-grade steel structures ever built. And the overall technology and economical lifting practices pave the way for advanced future lifting solutions.

A lot of preparation went into the creation of Pioneering Spirit. The concept began development way back in 1986, and she was finally built in 2014.

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ALIMAK: LEADING THE WAY IN VERTICAL ACCESS

Alimak, one of the global leaders in vertical access solutions, has unveiled three products that are set to redefine the landscape of the construction industry. As construction projects evolve to meet modern demands for safety, sustainability, and operational efficiency, Alimak's innovative offerings—the Scando 650a 40-46 S model, the STS 300 Scaffold Transportation System, and the Vectio 350 - represent a leap forward in construction hoisting, scaffolding, and material transportation.

The Alimak Scando 650a 40-46 S model marks a significant advancement in the design of construction hoists. Building upon the success of the Scando 650, which has been a fixture on construction sites since its introduction in 2004, this upgraded model incorporates new technology, focusing on performance, energy efficiency, and user-friendly features. The Scando 650a is designed to support a range of modern construction needs, offering increased payload capacity, improved operational control, and sustainability.

With a substantial 800 kg increase in payload capacity, the new Scando 650a boasts 4,000 kg capacity while maintaining the same car size. Despite this boost in performance, the model consumes 22% less energy than its predecessor, thanks to its utilization of lightweight materials and energy-efficient motors. The hoist's height has also been extended to 400 meters, catering to high-rise construction projects. The model is engineered to accommodate existing accessories, ensuring compatibility with previous models and offering a seamless integration into ongoing operations.

A highlight of the Scando 650a is its advanced Human-Machine Interface (HMI), which features a high-resolution touchscreen. This innovative control system provides real-time updates on hoist status, enhancing user interaction and control. Furthermore, the hoist's three new driving modes—Eco, Optimized Speed, and Reduced Speed—allow construction teams to tailor the operation to the specific needs of the job, optimizing energy consumption, noise levels, and logistics on the job site.

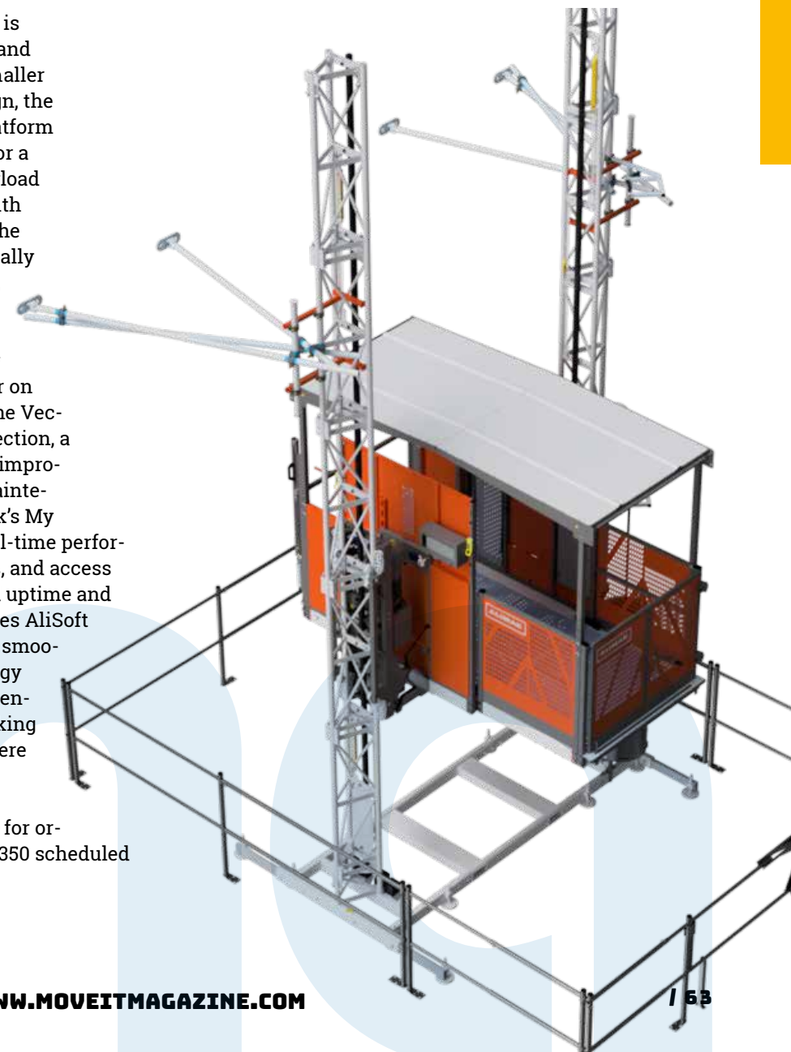
Environmental sustainability is central to the design of the Scando 650a. With 97.5% recyclable materials and energy-efficient production processes, the model is crafted to minimize its carbon footprint while delivering superior performance in challenging construction environments.

STS 300 SCAFFOLD TRANSPORTATION SYSTEM

In addition to vertical access, Alimak has introduced the STS 300 Scaffold Transportation System, a solution designed to streamline scaffolding operations on construction sites. The STS 300 aims to enhance efficiency by facilitating the vertical and horizontal transport of scaffolding materials, reducing labor costs and improving productivity. The STS 300 is capable of installing up to 300 square meters of scaffolding per day with just two operators, a significant improvement over traditional methods. With a payload capacity of 300 kg and a transport speed of 17 meters per minute, the STS 300 accelerates material handling, ensuring that projects stay on schedule and within budget. This system's ergonomic design reduces the need for manual handling, with a swivel loading mechanism and ground-level loading capabilities that prioritize operator safety. Safety and operational efficiency are further enhanced with features such as minimal crew requirements and a swivel box that allows for safer material transfer. These innovations enable teams to complete scaffolding installations with greater speed and precision, all while reducing the risk of injury on-site.

VECTIO 350 TRANSPORT PLATFORM

Rounding out Alimak's new product offerings is the Vectio 350 transport platform, a versatile and compact solution designed specifically for smaller construction sites. With a dual-function design, the Vectio 350 can be used both as a transport platform and as a material hoist, providing flexibility for a wide range of tasks. The Vectio 350 offers payload capacities ranging from 500 kg to 2,000 kg, with a maximum speed of 24 meters per minute. The platform's intelligent driving mode automatically switches between transport and hoist modes, optimizing performance based on the specific requirements of the task at hand. This functionality enhances operational efficiency while reducing energy consumption and wear on components. Safety remains a priority with the Vectio 350, which is equipped with overload protection, a Falling Object Protection System (FOPS), and improved ergonomics for easier installation and maintenance. The platform's integration with Alimak's My Alimak portal allows operators to monitor real-time performance, receive predictive maintenance alerts, and access operational data, all contributing to increased uptime and safety. Additionally, the Vectio 350 incorporates AliSoft technology, a software-controlled starter that smooths the platform's operation and reduces energy consumption. This feature ensures a reliable, energy-efficient solution for vertical access, making the Vectio 350 an ideal choice for projects where space and energy efficiency are paramount.



Alimak's new product lineup will be available for order in mid-2025, with the STS 300 and Vectio 350 scheduled for release at bauma 2025.

JASO UNVEILS TWO ADVANCED CRANES

Jaso continues to push the boundaries of innovation with the unveiling of two models: the J638PA, launched last year, and the newly introduced J165.8 flat top tower crane. Both cranes represent a significant leap forward in crane technology, offering unparalleled performance, efficiency, and sustainability for construction projects worldwide.

THE J638PA: A NEW STANDARD IN LUFFING TOWER CRANES

Introduced last year, the J638PA Luffing Tower Crane offers impressive reach, lifting capacity, and operational flexibility. Developed in collaboration with industry partners, the J638PA is built to meet performance standards in regions such as the US, Canada, Europe, the Middle East, Asia, and Oceania.

The J638PA offers a maximum reach of 65 meters (213 feet), providing construction teams with greater flexibility in accessing hard-to-reach areas. This crane has a maximum load capacity of 32 tons (70,500 lbs), with a maximum tip load of 7.2 tons (15,900 lbs) at full reach, ensuring it can handle the most demanding construction projects with ease.

INNOVATIVE TECHNOLOGY

At the heart of the J638PA is Jaso's Optimus Line technology, an advanced package that enhances crane performance, comfort and safety. The J638PA's design is the result of a collaborative effort between Jaso and its partners. Together, they have addressed a wide range of challenges—from technical to environmental concerns—creating a crane that is not only versatile and sustainable but also technologically advanced, offering high level of performance for construction professionals.

ENVIRONMENTAL STEWARDSHIP

Jaso's commitment to sustainability is evident in the J638PA's design. The crane operates efficiently, with features that help minimize environmental impact while maximizing productivity. As part of Jaso's ongoing efforts to reduce its carbon footprint, the J638PA is an eco-conscious solution for projects seeking to balance high performance with environmental responsibility. Ecomode

THE NEW J165.8: EXPANDING THE FLAT TOP CRANE RANGE

The J165.8 is Jaso's latest addition to its flat top tower crane product range, further solidifying the company's position as one of the industry leaders in tower crane innovation. Unlike the J638PA, which has already made its mark, the J165.8 is set to be launched this year, bringing enhanced performance and versatility to the flat top crane market. The J165.8 combines Jaso's Optimus Line technology with a maximum radius of 60 meters. This model offers impressive lifting capabilities, including a max tip load of 1.76 tons at 60 meters in DR mode. When operating in SR reeving mode, the tip load can increase to 1.92 tons, with a maximum load capacity of 8 tons. The J165.8 is designed to meet the rigorous demands of modern construction projects, offering both power and precision in a compact package.

TAILORED FOR FLEXIBILITY

The J165.8, like the J638PA, features a versatile boom system that starts at 30 meters and can be extended in 5-meter increments. The full boom configuration has a swing radius of just 12.8 meters, allowing for easy maneuverability in tight urban spaces. The crane also comes with lay-flat counterweight slabs for added stability, with an option for steel-framed counterweights for improved safety.

ADVANCED HOISTING SYSTEMS

The J165.8 offers two hoist options: a standard 33 hp hoist with a maximum speed of 66 meters per minute and an optional 60 hp unit capable of reaching 180 meters per minute. The crane's hoist drums are equipped with Lebus-type grooving, allowing for rope capacities of 548 and 967 meters, respectively. These advanced hoisting systems ensure the J165.8 can handle a wide range of lifting tasks efficiently.

VERSATILE TOWER SYSTEM

The J165.8 uses Jaso's standard 1.75 x 1.75-meter tower system, with sections available in 12, 6, and 3-meter lengths. This system allows for a maximum free-standing height of 50.1 meters. For taller projects, Jaso has developed the crane to integrate with the stronger 2.16-meter tower system to achieve higher hook heights.

Jaso offers multiple base options for the J165.8, including cross bases of 3.8m x 3.8m, 4.5m x 4.5m, and 6m x 6m, providing maximum hook heights of 42.8 meters, 54.7 meters, and 57.1 meters, respectively.

INNOVATIVE CABIN AND ECO MODE SYSTEM

The J165.8 will feature Jaso's new 'Horizon' cabin, which will be presented for the first time at Bauma. This cabin is designed for maximum operator comfort and includes customizable settings, a tower crane diagnosis system, and Smartlink, Jaso's cloud-based communication tool for remote crane management.

Additionally, the J165.8 is equipped with Jaso's Eco Mode system, which allows the crane to operate at reduced power consumption. In Eco Mode, the crane uses 75% of its full power, and in Super Eco Mode, it uses just 50% of its power, allowing it to operate in areas with limited power supply. The Eco and Super Eco Modes reduce hoist speed during lifting but maintain normal speed when lowering the hook.

EFFICIENT ASSEMBLY AND TRANSPORT

The J165.8 has been designed for easier assembly and transport. The heaviest component, the slewing platform and tower head, weighs just 6 tons, allowing for reduced transport units. A full top kit for the J165.8 can be transported in just three lorries, simplifying logistics and reducing transport costs.

'HANDS ON THE FUTURE': LIEBHERR AT BAUMA 2025

As the construction and heavy lifting industry continuously evolves, Liebherr continues to lead the way with a series of innovations set to be unveiled at bauma 2025 in Munich. With a focus on technology, sustainability, and user-centered design, Liebherr is showcasing the future of crane performance and operational safety through the introduction of advanced models like the LTM 1120-4.2 all-terrain crane and the electric-powered LR 1300.2 SX unplugged crawler crane. These products, along with the latest advancements in intelligent assistance systems, promise to redefine the capabilities of modern construction equipment.

LTM 1120-4.2: A LEAP FORWARD IN MOBILE CRANE TECHNOLOGY

Liebherr's flagship mobile crane, the LTM 1120-4.2, is the next step in the evolution of their 120-tonne, four-axle crane family. Building on the success of the LTM 1120-4.1, the LTM 1120-4.2 integrates the advanced LICCON3 crane control system, heralding a new era in mobile crane operation. The third generation of Liebherr's Liebherr Computed Control system, LICCON3 brings improved software and programming capabilities, a faster data bus, and significantly enhanced memory and computing power. However, despite these upgrades, crane operators will find the transition seamless, with the familiar interface ensuring ease of use. The LTM 1120-4.2 continues to excel in the realm of performance with its 66-meter telescopic boom, making it comparable to cranes in the 200-tonne class. This innovative crane offers an outstanding lifting capacity of 9 tonnes on its fully extended boom, which is ideal for tasks like tower crane assembly and radio mast erection. With the added advantage of lattice extensions, the LTM 1120-4.2 can reach hook heights of up to 91 meters and radii of up to 64 meters.

EQUIPPED WITH LIEBHERR'S VARIOBASE AND VARIOBALLAST

systems, the LTM 1120-4.2 excels in challenging environments, such as confined construction sites, by offering flexible adjustments to its ballast radius. These innovations contribute to increased performance, safety, and operational flexibility. The new TraXon DynamicPerform oil-cooled clutch module also ensures smooth, wear-free starts, providing greater efficiency while reducing overheating risks.

LR 1300.2 SX UNPLUGGED: ZERO EMISSION, UNCOMPROMISED PERFORMANCE

Liebherr is also making strides in sustainable construction equipment, with the unveiling of the LR 1300.2 SX unplugged crawler crane. This 300-tonne model, powered by a 438 kW electric motor and backed by a 392 kWh battery, is a game-changer in the realm of zero-emission machinery. The LR 1300.2 SX unplugged can operate for up to 13 hours without requiring a direct connection to the power grid, making it an ideal solution for projects in noise-sensitive or urban areas where emissions and noise reduction are critical. With the inclusion of a derrick counterweight, this model offers expanded lifting capabilities and versatility. Its range of boom configurations, up to 169 meters, combined with intelligent assistance systems, ensures that this crane is optimized for a variety of lifting applications. Whether powered by an electric supply or running unplugged, the LR 1300.2 SX's performance remains constant, highlighting Liebherr's commitment to reducing environmental impact while maintaining high operational standards.

LIEBHERR MINING INNOVATIONS AT BAUMA 2025

In addition to their crane innovations, Liebherr is also unveiling advancements in the mining sector at Bauma 2025. These innovations include the autonomous battery-electric T 264 haul truck, the R 9400 E electric excavator, and a new technology portfolio, IoMine, which are set to revolutionize the mining industry. These products are designed to address the pressing demands of decarbonization, operational safety, and efficiency in mining operations.
The T 264 autonomous, battery-electric mining truck represents the culmination of Liebherr's partnership with Fortescue. The truck is equipped with a 3.2 MW battery and supports both static and dynamic charging, showcased during live demonstrations. With the addition of an Autonomy Haulage Solution (AHS), this truck optimizes energy management, ensuring a fully utilized charging system and reducing operational delays.
Meanwhile, the R 9400 E electric excavator, a 350-tonne machine, demonstrates Liebherr's decades of expertise in electric excavator technology. Featuring a cable reel solution for enhanced maneuverability and operational flexibility, this machine highlights Liebherr's ongoing commitment to sustainability and efficient energy use.

INTELLIGENT ASSISTANCE SYSTEMS: ELEVATING SAFETY AND EFFICIENCY

Liebherr continues to innovate with the introduction of advanced intelligent assistance systems that enhance both safety and operational efficiency on construction sites. These systems are designed to streamline repetitive lifting tasks, minimize human error, and ensure precise control in challenging conditions. Notable among these systems is the Positioning Pilot, which allows the crane operator to semi-automatically access stored hook positions without sway, significantly improving efficiency during routine tasks like concreting and truck unloading. The Vertical Line Finder is another critical addition to Liebherr's safety features. By automatically aligning the load hook directly above the center of gravity of the load, it prevents diagonal pull during lifting operations, ensuring the safety of both personnel and materials. Liebherr's intelligent systems are powered by its advanced Control 5 system and Tower Crane Operating System 2, offering real-time processing power to optimize crane operations.

INNOVATIONS FOR TOWER CRANES: THE K AND L SERIES

Liebherr's commitment to enhancing tower crane functionality is evident in the new K series fast-erecting cranes, which include the 43 K, 61 K, and 91 K models. These cranes, built to tackle modern construction site demands, come equipped with the same intelligent assistance systems available in the company's larger machines. Liebherr's advanced Sway Control Plus, Guided Hook, and Vertical Line Finder systems are now available for fast-erecting cranes, significantly improving crane operation and safety on site. The 620 HC-L and 440 HC-L luffing jib cranes also set new standards for performance in urban construction. These compact cranes boast impressive load handling capabilities, including the ability to increase lifting capacity by up to 76% using the Load-Plus function. With aramid guying, which reduces the weight of the jib, Liebherr's luffing jib cranes offer enhanced lifting capacities and greater efficiency.

FULLY DIGITALIZED PLANNING WITH LIEBHERR'S CRANE CONFIGURATOR

Liebherr's commitment to digitalization will be evident at Bauma 2025 with the introduction of the Crane Configurator, an intelligent tool that simplifies crane configuration and selection. By providing detailed crane data and geometric models, the configurator allows users to easily select the right crane model for their project needs.
Liebherr's innovations at Bauma 2025 highlight the company's commitment to pushing the boundaries of crane technology, integrating advanced control systems, sustainability, and enhanced safety features to meet the evolving needs of the construction and heavy lifting industries.

LGH AT BAUMA: LIFTING SOLUTIONS FOR A GLOBAL STAGE

Amidst the towering cranes and groundbreaking innovations at BAUMA, one constant remains essential: the ability to lift and move with precision and safety. LGH (Lifting Gear Hire), the world's leading lifting equipment rental specialist, brings its unparalleled expertise to Munich, showcasing a range of solutions designed to meet the demanding needs of the construction, infrastructure, and industrial sectors. With a legacy spanning over 50 years, LGH understands the critical role reliable lifting plays in project success.

SHOWCASING QUALITY: HOISTING AND RIGGING EXCELLENCE

At booth C4.751, LGH will be exhibiting a selection of its high-quality rigging and hoisting equipment from leading manufacturers, including the J.D. Neuhaus Air Chain Hoist, a Kito Electric Chain Hoist, and Modulift Modular Spreader Beam. These represent just a fraction of LGH's comprehensive inventory, which encompasses hoisting, jacking, pulling, winching, material handling, rigging, and safety equipment, ranging from 0.5t to 1000t. Every piece of LGH equipment is maintained to the highest standards, giving customers a hassle-free alternative to costly purchases.

RENTAL SOLUTIONS: ADDRESSING INDUSTRY CHALLENGES

As construction firms grapple with soaring fuel costs, labour shortages, and unpredictable supply chains, efficiency is no longer a luxury – it's a necessity. At BAUMA, where the industry's most advanced solutions take centre stage, LGH demonstrates how rental equipment provides a smarter, more agile approach to lifting challenges – ensuring projects stay on track without the burden of ownership. LGH's rental model offers a strategic advantage, giving businesses immediate access to certified equipment without long lead times, maintenance concerns, or storage costs. *'Renting is more cost-efficient—not just in terms of purchasing, but also in maintenance and storage,'* **explains Andy Mault, CEO**. *'You wouldn't buy a car for a two-week holiday, so why invest in equipment you only need for a few weeks or months? Renting gives you flexibility, reliability, and expert support whenever you need it."*

GLOBAL REACH, LOCAL SUPPORT

With over 30 locations across the UK, mainland Europe, North America, and Australia, LGH provides seamless support to its global customers. This extensive network ensures timely delivery and localised expertise, simplifying the rental process for projects of any scale. *"Companies use us because they know we are reliable and ensure projects run smoothly,"* **explains Mault.** *"BAUMA is an international exhibition, just like LGH. We can support globally."*

50 YEARS OF EXPERTISE

Since its inception in 1970, LGH has built a strong reputation for its unwavering commitment to safety and customer service. *"The company culture and what we stand for has remained the same since the 1970s. It's focusing on the highest quality of service and exceeding customer expectations,"* **says Mault.** This dedication has fuelled the company's growth to over 400 employees worldwide and solidified its position as the largest organisation globally dedicated exclusively to lifting and moving equipment rental.

EXPERT CONSULTATION: CONNECT WITH LGH AT BOOTH C4.751

LGH invites BAUMA attendees to visit booth C4.751 to explore their equipment range and engage with their team of lifting experts. Project managers and key decision-makers can discover how LGH's comprehensive solutions and unparalleled expertise can support their projects. *"As the world turns, we lift. It's what we do and we do it well, delivering the safety, certainty and service you need to get the job done,"* **emphasises Mault**. *"We combine the highest quality equipment, unrivalled experience, and leading expertise, with excellent customer service to ensure the best solution to meet your lifting challenges. From towering skyscrapers to complex industrial lifts, LGH handles the heavy lifting – wherever, whenever it's needed, with unmatched reliability, range and global resources."*

With a legacy built on safety, service, and certainty, LGH continues to be the trusted partner for lifting and moving equipment. At BAUMA, they reaffirm their role as the partner of choice - because when projects demand reliability, LGH delivers.

FAYMONVILLE GROUP'S WORLD PREMIERE

The Faymonville Group, with its renowned vehicle brands—MAX Trailer, Faymonville, and Cometto—will demonstrate how innovation, quality, and customer focus drive every new development at bauma 2025. With a world premiere, advanced modular solutions, and a completely redesigned exhibition stand, the company is setting new industry standards.

A true highlight of the event is the MAX710, an expansion of the MAX Trailer product range. While full details remain under wraps until just before bauma, visitors in Munich will be the first to see the new vehicle up close.

"As always with MAX Trailer, this new model impresses with high standards and top-quality craftsmanship," **says Mario Faymonville, Product Manager and Sales Director at MAX Trailer.** The MAX710 combines smart modularity, standardized quality, and future-oriented flexibility. With the best price-performance ratio, it offers an optimal solution for maximum efficiency and cost-effectiveness.

MAXIMUM MODULARITY AT FAYMONVILLE – THE COMBIMAX PA-X

Among Faymonville's exhibits, the impressive CombiMAX PA-X combination takes center stage. *"This vehicle is the most powerful in the CombiMAX PA-X portfolio in terms of payload and loading deck length,"* **says Julian Thelen, Sales Director for Europe.** The combination consists of a 3-axle front bogie, an additional joker axle, and a double extendable 8-axle loading platform. The low PA-X pendle-axles provide a minimum loading height of 790 mm, a stroke of 600 mm, and a maximum steering angle of 60 degrees. The 12-axle bauma exhibit achieves a payload capacity of over 120 tons with a 12-ton axle load, depending on the tractor unit. Technically, even higher payloads of up to 150 tons are possible—depending on local regulations for axle and kingpin loads or in off-road conditions. These are unique capacities for a vehicle whose loading platform extends from 20 meters to an impressive 41.9 meters in just minutes—while maintaining full payload capacity!

COMETTO SETS THE STANDARD – POWER PACK UNITS IN DIESEL, HYBRID, OR ELECTRIC VERSIONS

In the field of self-propelled vehicles, Cometto will unveil its latest innovation for intralogistics projects: the Eco500! Making its debut at bauma, the Eco500 ensures full functionality even at a low driving height of just 670 millimeters. This compact, modular transport solution features a base width of only 2,350 millimeters and an electronic multi-way steering system that allows for maximum maneuverability. Designed for operation in halls and tight spaces, the Eco500 stands out with its ease of handling and robust performance.
At bauma, a 2-axle version with a joker axle and an electric power pack will be on display, offering emission-free and quiet operation. Cometto remains the only manufacturer to provide all three drive types—Diesel, Hybrid, and Electric—giving customers the ultimate flexibility in choosing the best solution for their transport needs.

HISTORY MEETS MODERNITY – THE UNIQUE FAYMONVILLE SPIRIT

The newly designed exhibition stand at bauma 2025 reflects the innovative spirit of the Faymonville Group. A fusion of modern design and historic forge elements creates an atmosphere that blends tradition with cutting-edge technology. The open and communicative layout ensures that visitors feel at home while exploring the latest transport solutions.

DESPITE ITS FRESH AND DISTINCTIVE LOOK, ONE THING REMAINS UNCHANGED: the renowned Faymonville hospitality. Whether a driver or a CEO, everyone is welcomed into the "Family"—where innovation, quality, and teamwork come together to shape the future of transport.

GOLDHOFER'S ADVANCED TRANSPORT SOLUTIONS

Goldhofer will once again showcase groundbreaking innovations at Stand FN.819 in the North outdoor area, highlighting its commitment to providing advanced transport solutions across industries.

Goldhofer's product demonstrations will feature several high-performance transport solutions, with a key focus on the PST/SL-E split self-propelled modular transporter with hydraulic widening. Designed to handle bulky loads, it boasts an axle load of 45 tons and an adjustable width from 3,000 mm to 5,100 mm. This flexibility ensures stability during transport and reduces the need for multiple axle lines, making it a valuable asset for industrial transport applications. Powering this transporter is Goldhofer's new E-PowerPack, an innovation inspired by the company's experience in manufacturing all-electric aircraft tow tractors. *"Our years of expertise in electric-powered logistics have allowed us to develop a robust and technically mature product that meets our customers' high expectations,"* **says Robert Steinhauser, Vice President of Sales and Service at Goldhofer.**

LOW-HEIGHT LOADING WITH THE ARCUS P 5 AND CARGOPLUS TIRES

Another key highlight at bauma 2025 is the ARCUS P 5, featuring Goldhofer's CARGOPLUS tires. Offering an industry-leading loading height of just 735 mm and a suspension stroke of 500 mm, this trailer makes loading safer and more efficient. A combination of forced- and friction-steered axles ensures precise handling, while multiple load-securing options and Goldhofer's TRAFFIDECK GO flooring enhance safety.
"With its low loading height and superior maneuverability, the ARCUS P 5 sets new benchmarks in heavy-duty logistics," **says Dennis Leschensky, Director Sales Europe / North Africa.** *"It delivers maximum efficiency and reliability, making it an indispensable partner for transport operators."*

STRONG COLLABORATION: GOLDHOFER AND TECO

In partnership with TECO GmbH, Goldhofer will also showcase the HS 850 heavy-duty crane mounted on the ARCUS P 5. The HS 850 features a hybrid drive system, allowing for all-electric operation or use with an external power source. It is designed for quick deployment and precise lifting, making it highly versatile for industrial applications.
"The HS 850 is a true all-rounder, seamlessly integrating with Goldhofer's transport solutions to offer customers greater flexibility and efficiency," **says Michael Haid, Managing Director of TECO.**

PIONEERING WIND POWER TRANSPORT WITH RA 3-100

Goldhofer will also present its RA 3-100 (4+7) trailer, specifically engineered for transporting wind turbine tower sections. With a maximum payload of 100 tons and a stroke of 2,000 mm, it ensures optimal stability and efficiency. The free-turning devices and adjustable rear steering system enable smooth maneuverability, even with oversized components.
"Our RA 3-100 sets new industry benchmarks, offering an unmatched combination of safety, efficiency, and ease of use," **says Leschensky.**

THE PST/SL-E SPLIT: A GAME CHANGER IN HEAVY TRANSPORT

Since its debut at bauma 2022, the PST/SL-E split has become an essential tool in the heavy transport sector. Featuring a widening system and hydraulic support circuits, it ensures superior rollover stability, making it ideal for transporting high-center-of-gravity loads such as wind turbine blades. *"The PST/SL-E split reduces the total number of axle lines required, leading to increased efficiency and lower fuel consumption,"* **says Jean-Philippe Martin, Director of Sales International Business.**
Goldhofer is also leading the digital transformation of transport logistics by integrating HeavyGoods.net software, replacing its previous easyLOAD system. This new cloud-based application streamlines transport planning by automatically calculating axle loads, rollover stability, and cargo lashing requirements, significantly reducing costs and permitting times.
"At BAUMA 2025, visitors can explore the capabilities of HeavyGoods.net firsthand at our stand," **says Steinhauser.** *"This collaboration brings our customers cutting-edge digital services to complement our premium transport solutions."*

STARLINE: THE FUTURE OF CONSTRUCTION TRANSPORT

Goldhofer's renowned STARLINE series will be another major attraction at bauma 2025, with the STEPSTAR and TRAILSTAR models on display. Designed for construction machinery transport, these trailers offer ultra-low ride heights and high axle loads, enhancing operational flexibility and fuel efficiency.
"With their durable, low-maintenance design and top-quality components, the STEPSTAR and TRAILSTAR models provide an excellent return on investment," **Steinhauser emphasizes.**

KÄSSBOHRER UNVEILS LOW-BED AND TIPPER RANGES

The Kässbohrer team will be present at stand FN.821/1, looking forward to connecting with industry professionals from the construction, infrastructure, and energy haulage sectors. Attendees will have the chance to experience the latest developments and trends in heavy haulage applications, machinery transportation, and bulk goods transportation.

Guided by its motto "Enginuity," Kässbohrer continues to lead in the heavy haulage sector with its robust and long-lasting Low-Bed vehicle ranges. Recognized as one of the top two choices for heavy haulage experts in Europe over the past three consecutive years, Kässbohrer has consistently developed its low-bed trailers to meet the evolving needs of its customers in the construction, infrastructure, and energy haulage industries. Kässbohrer's Low-Bed trailers are available in models up to six axles, featuring options like self or hydraulic steering axles, fixed or extendable chassis, and both standard and jumbo loading heights. Custom options such as wheel recess, excavator arm recess, and hydraulic gooseneck ramps provide further flexibility to meet the unique demands of any transport business.

TRANSPORTING HEAVY WORK MACHINES

The Kässbohrer K.SLS Fixed Low-Bed Series is an industry benchmark for transporting heavy work machines. With a tare weight starting from just 7,800 kg, this series delivers robust performance and exceptional operational flexibility. The K.SLS Series minimizes operational costs while maximizing payload efficiency. The range offers more than 40 ramp options, with capacities up to 40 tons, ensuring smooth and efficient loading and unloading. Advanced safety features are also integrated into the design, with up to 32 lashing rings capable of handling 6, 8, or 10 tons, along with container locks and EUMOS-certified pillar pockets. These features ensure secure and rapid transport of heavy goods. For more specialized transport needs, the K.SLS Jumbo version offers a platform height of just 770 mm, combining superior engineering with customizable chassis and axles for optimal performance.

FIXED 3-AXLE LOW-BED: LIGHTER AND STRONGER

Kässbohrer's reengineered K.SLS 3, a non-extendable 3-axle low-bed semi-trailer, sets new standards in heavy goods transportation. With an impressive tare weight of just 8,500 kg, the K.SLS 3 enables payloads of up to 40,000 kg, making it an energy-efficient and eco-friendly solution for heavy haulage.

In addition to its lightweight design, the K.SLS 3 features new EUMOS-certified pillars, pillar pockets, and heavy-duty lashing rings with capacities up to 13.4 tons. These enhancements ensure optimal load distribution and increased safety during transport. The K.SLS 3 can also be equipped with hydraulic gooseneck ramps and a steel grid floor to facilitate the loading of diverse machinery, including scissor lifts, forklifts, and industrial cleaning equipment.

KÄSSBOHRER: A COMMITMENT TO AFTER-SALES EXCELLENCE

Kässbohrer offers extensive after-sales services across Europe, with a network of 565 service points ready to support customers. Kässbohrer's service network includes fully-equipped repair centers in Goch, Ulm, and Blonie, where experts can perform repairs on all vehicle components in case of accidents.

In addition to comprehensive repair services, Kässbohrer ensures fast access to spare parts. Original components and consumables are dispatched within 24 hours from strategically located warehouses in Goch, Ulm, Lyon, and Błonie. For added convenience, Kässbohrer offers roadside assistance across 41 countries in Europe. With a single contact number and support available in 12 languages, Kässbohrer provides peace of mind to its customers, ensuring that drivers receive assistance when they need it most.

BAUMA 2025: NOOTEBOOM UNVEILS SUPER WING CARRIER XL

Nooteboom Trailers is introducing the innovative Super Wing Carrier XL (SWC-XL), setting a new standard in wind turbine transport. Specially designed to transport the latest wind turbine rotor blades exceeding 85 meters in length, this cutting-edge trailer offers unmatched stability, safety, and flexibility for the growing demands of wind turbine logistics.
The Super Wing Carrier XL is the latest evolution in Nooteboom's Super Wing Carrier line, incorporating several new technologies to meet the challenges posed by increasingly larger wind turbine components. Among its standout features is the patented Nooteboom "Wing Shaped Beam," which significantly lowers the transport height behind the gooseneck. This innovation ensures that the root end of the rotor blade is transported safely and efficiently without compromising on ground clearance.

DESIGN OPTIMIZED FOR INCREASING ROTOR BLADE LENGTHS

As rotor blades grow longer and heavier, Nooteboom has equipped the Super Wing Carrier XL with a 2-axle Jeep dolly at the front, designed for compatibility with an 8x4 truck. The rear section features four pendulum axle lines for smooth transport. The trailer's loading floor can extend in stages to over 75 meters, with adjustable filling plates to match the wing's curvature, optimizing the balance between height and ground clearance. These features allow the Super Wing Carrier XL to safely and effectively transport the longest rotor blades on the market.
Stability is crucial when transporting oversized loads, especially with the increased size and weight of rotor blades. The design of the Super Wing Carrier XL focuses on providing exceptional stability. The steering system is integrated into the Jeep dolly chassis rather than the gooseneck, which adds stability to the front of the trailer. Additionally, the chassis beams are extremely torsion-resistant, and the 2,840mm wide axle bogie at the rear provides further support, ensuring the trailer remains steady under the heaviest loads.

SUPERIOR MANEUVERABILITY FOR TIGHT SPACES

Despite its large size, the Super Wing Carrier XL excels in maneuverability. The Jeep dolly's free rotation and the 60-degree steering angle of the pendulum axles allow the trailer to navigate even the tightest corners with ease. Combined with a massive 1,600mm gooseneck stroke and a 600mm rear pendulum axle stroke, the trailer can easily overcome obstacles that other transport solutions may struggle with. Additionally, the foldable side protection further enhances maneuverability.

EFFICIENT LOADING AND UNLOADING

The Super Wing Carrier XL is designed for fast, efficient loading and unloading, a significant advantage over traditional self-steered dolly systems. With hydraulic support legs controlled remotely, the loading platform can be extended quickly and effortlessly. All system lines are neatly mounted inside the chassis beams for protection and automatically adjust to the trailer's extended length. When not in use, the Jeep dolly can be lifted using the gooseneck, streamlining retraction and simplifying the overall operation. The trailer's rolling load support system can be easily adapted to different rotor blade lengths, eliminating the need for separate transport frames.

SAFETY AND LONGEVITY IN TRANSPORT

The SWC-XL ensures safe transportation by reducing the risk of unwanted forces that can damage rotor blades, which is common with traditional self-steered dolly transport. This enhances the lifespan of wind turbines, reduces repair costs, and prevents premature wear. The chassis beam also protects the rotor blade's underside during transport. Furthermore, with a 1,510mm axle spacing, the Super Wing Carrier XL makes it easier to obtain a 12-ton per axle exemption across Europe.
Nooteboom prioritizes safety and quality, which is why the SWC-XL underwent extensive testing before its release. The transport company LASO Transportes, based in Portugal, partnered with Nooteboom to test the prototype. After several successful transports, LASO will take delivery of the second vehicle in April, just after its debut at the Bauma trade fair in Munich

TRANSPORT SOLUTIONS FROM TII SCHEUERLE

At Bauma 2025, the world's leading trade fair for the construction and mining industries, TII Scheuerle, a subsidiary of the TII Group and an industry expert in heavy-duty transportation, will showcase its latest innovations in transport and maneuvering solutions. Known for providing versatile, efficient, and economically optimized solutions, TII Scheuerle is set to present a range of products designed to raise operational comfort, expand application areas, and improve overall cost-effectiveness.

Among the highlights at Bauma 2025 are the Euro-Compact U9 series low-bed semi-trailers, featuring two and three-axle configurations specially designed for weight and length optimization. These trailers are ideal for transporting construction machinery, steel and concrete components, and containers, with a payload capacity of up to 48 tonnes. The newly introduced gooseneck allows for even more flexible adaptation to various tractor units, enabling easier coupling and uncoupling, even on uneven surfaces. The gooseneck is equipped with two independently controlled supporting cylinders for enhanced maneuverability.

TII Scheuerle is also presenting a double-extendable version of these trailers, offering a construction height of just 260 millimeters and a maximum loading length of 17,000 millimeters. The trailer is designed for load-oriented pre-tensioning, ensuring that the vehicle operates at the lowest driving height while still accommodating a maximum extension of up to 30 meters. Additionally, a new excavator deck can be transformed into a loading area for agricultural vehicles, positioning TII Scheuerle as the only provider of a "two-in-one" deck solution in the segment.

K25 HEAVY-DUTY MODULES: VERSATILE AND ECONOMICAL FOR OVERSIZED LOADS

TII Scheuerle's K25 heavy-duty modules are ideal for transporting oversized and extremely heavy loads, such as construction vehicles, prefabricated components, and high-performance transformers. The modular design allows for easy customization, ensuring cost-effective adaptations to meet a variety of demanding applications. At Bauma, TII Scheuerle will demonstrate a combination of a four-axle module with a drawbar and a four-axle split module. This setup allows for the creation of a 3-file combination, expanding vehicle widths to 4 to 5 meters for enhanced stability and load-carrying capacity.

SPMT RETROFIT PROGRAM: KEEPING EQUIPMENT AT THE CUTTING EDGE

TII Scheuerle's SPMT (Self-Propelled Modular Transporter) platform transporters, available in 3, 4, 5, or 6 axle lines, have been proven in handling challenging logistics tasks across industries such as energy, construction, and mining. With nearly 30,000 axle lines in use globally, TII Scheuerle remains the market leader in this segment. The retrofit program ensures that even older models remain technically up to date, allowing for seamless integration with newer models and ensuring compliance with high environmental sustainability standards. At Bauma, TII Scheuerle will demonstrate how the retrofit program allows older SPMT models to perform new tasks and maintain optimal functionality.

COMPREHENSIVE SUPPORT AND TELEMATICS SOLUTIONS

TII Scheuerle offers more than just high-quality transport equipment; it provides a full range of value-added services to support fleet operators. With telematics solutions like Scheuerle Connect and KAMAG Connect, customers can access intelligent maintenance management, remote diagnostics, and condition monitoring. These services help improve planning, optimize service times, and enhance vehicle uptime.

The TII Group's global service network, along with the Click4Parts online shop, ensures that fleet operators receive reliable support throughout the lifecycle of their equipment. The comprehensive range of services ensures that customers, sales partners, and service providers can grow together with TII Scheuerle, fostering long-term partnerships in the transportation industry.

FOGMAKER: A CRITICAL INVESTMENT IN FIRE SAFETY FOR HEAVY MACHINERY

In the areas of construction, tunneling, and mining, the risk of fire cannot be ignored. Equipment works in unfavorable conditions, often surrounded by flammable material, high-pressure fuel, and extreme heat. If a fire occurs, it may be life-threatening, cause considerable asset loss, and lead to costly downtime. Recognizing these risks, Fogmaker has established itself as one of the global leaders in fire suppression technology, providing a high-pressure water mist system that offers unparalleled protection for vehicles and machinery in these sectors.

HOW FOGMAKER WORKS

Fogmaker's fire suppression system identifies possible engine fires and suppresses them in their earliest stages, preventing escalation and re-ignition. Unlike a traditional system that uses powder or foam, Fogmaker uses a high-pressure water mist that promotes rapid fire suppression by cooling the fire and displacing oxygen while suppressing fuel that's burning. In cases of engine fire, the system takes a tripartite approach to suppression by injecting the water mist, which removes heat, pushes out oxygen, and suppresses fuel at the same time. The system's triple-action approach ensures that fires are rapidly contained before they can spread, making it the preferred solution for over 300,000 vehicles worldwide.

One of the key advantages of the Fogmaker system is its ability to function effectively in enclosed and hard-to-reach areas, such as engine compartments or hydraulic systems. Fogmaker has a discharge time of up to 90 seconds, which is much longer than other systems, and an impressive cooling capacity, which reduces the potential risk of re-ignition and gives operators time to evacuate.

FIRE RISKS IN CONSTRUCTION, TUNNELING, AND MINING

Heavy machinery in these industries often contains large volumes of diesel fuel and hydraulic oil, both of which are highly flammable. In construction, dust and debris accumulation around engine compartments can act as additional fire accelerants. Similarly, equipment in underground tunneling and mining works in confined, high-risk settings, where a fire may go undetected and ultimately have devastating consequences.
With the increasing adoption of electric and hybrid machinery, additional fire hazards arise. Thermal runaway in a lithium ion battery can lead to intense and difficult-to-control fires, while fuel cell technology presents gas explosive hazards if ignition occurs. According to research provided at the 2023 FIVE Conference, 50–60% of all electric vehicle (EV) fires do not occur in the battery, but rather in other vehicle components, underscoring the need for a holistic fire suppression approach.

Fogmaker addresses these evolving challenges by ensuring that fires are contained before they can reach critical components such as batteries or fuel cells.The system provides cooling and suffocation for the fire, while providing additional margin of safety for operators working in high-hazard zones.

TAILORED FIRE PROTECTION FOR EVERY MACHINE

Understanding that no two machines or applications present the same fire hazard, Fogmaker customizes each fire suppression system to suit specific vehicle models and energy sources. The system is fully automated, requiring no electrical power for activation, making it a reliable solution even in power-failure scenarios. It offers flexibility with different piston accumulator sizes, easy installation with minimal space requirements, and both automatic and manual activation options. The system also features continuous monitoring for low pressure, activation status, and fire alarms, with an optional automatic engine shutdown as an added safety measure. The extended cooling time further prevents re-ignition, ensuring total protection.

CERTIFIED SAFETY AND ENVIRONMENTAL RESPONSIBILITY

With more than thirty years of experience, Fogmaker has built a reputation for providing fire suppression systems of high quality that are subject to comprehensive testing and certification. The system has been approved by multiple international safety associations including IATF-16949, and undergoes stringent quality control to ensure reliability in the most demanding environments.
der the most demanding circumstance.
Due to increasing environmental concerns and company sustainability goals, Fogmaker has introduced the Eco1 Fluid, a 100% PFAS-free and GreenScreen Certified solution. Fogmaker's Eco1 PFAS-free fire suppression system is one of the few high-pressure, liquid-based systems holding the FM 5970 certification. Additionally, SPCR 199, UL, AS 5062, and SPCR 197 certifications make the Fogmaker system one of the most rigorously tested and certified globally.

Mario Flores Dahlström, Region Manager LATAM and Segment Manager for Mining, Tunneling, and Construction Equipment at Fogmaker, stated: *"What does this mean for the industry? The FM 5970 Certification guarantees that the system adheres to the highest international fire suppression standards for heavy-duty mobile equipment. SPCR 199 and UL Certifications confirm its performance under extreme conditions, including vibration, shock, and corrosion. SPCR 197 distinguishes it as the only system with an independently approved non-electric detection mechanism, ensuring an additional layer of reliability. AS5062 Compliance aligns it with the rigorous standards for mining and tunnel equipment in Australia. Each of these certifications reflects extensive testing to ensure the system operates effectively in real-world scenarios. These certifications are not merely formalities—they are the result of exhaustive validation in environments designed to replicate actual fire situations."*

For businesses in high-risk areas where safety and continuous operating function are important, the need to invest in an effective fire suppression system is more than a precaution, it is a necessity. The Fogmaker system provides a reliable and effective solution that safeguards lives, protects assets, and ensures continuity of the businesses where it is used.

NEXT-GEN LIFTING TECHNOLOGY FROM HOEFLON

Hoeflon is gearing up for Bauma 2025, where it will present its latest advancements in compact and high-performance lifting technology. Visitors can find Hoeflon at stand FS/1104/5, where the company will showcase its full range of lifting equipment, including an exciting new product that exemplifies its commitment to engineering excellence and innovation.

Hoeflon's cranes combine compact dimensions with exceptional lifting power, making them ideal for confined spaces and complex lifting applications. With fully electric models offering zero emissions, advanced hydraulic systems for smooth operation, and intuitive remote controls for precise maneuvering, Hoeflon continues to set new industry benchmarks.

The C1e, a fully electric compact crane, provides a 1-ton lifting capacity, making it an ideal solution for indoor applications and areas with restricted access. The C6e, known for its reliability and adaptability, features a 6-ton capacity and is widely used in glazing, steel, and timber construction. Its advanced load-moment control system ensures optimal safety and performance even in tight working environments. The C10e, a mid-range crane with a 10-ton capacity, integrates Hoeflon's proprietary stabilization technology, allowing for maximum lifting capacity on uneven terrain. The C30e, the most powerful in the lineup, offers a 9-ton lifting capacity with an extendable jib system, making it perfect for heavy-duty lifting in construction and industrial operations.

To further enhance functionality, Hoeflon's Jib 5 and Jib 9 attachments provide extended reach and lifting versatility, enabling the cranes to handle a wider range of applications. The TC1 transport carrier is engineered for precision load handling, featuring all-terrain mobility and electronic load balancing for smooth and secure transport of heavy materials on-site.

HYDROGEN-ELECTRIC EQUIPMENT: THE FUTURE OF MEWPS

As the construction and lifting industries push towards greener solutions, hydrogen-electric technology is gaining traction as a viable alternative to diesel-powered equipment. In this interview for Move It Magazine, Tom Hadden, Global Technical Sales Manager at Niftylift, and Marcel Schepers, General Manager of Niftylift Europe, discuss the advancements, operational benefits, and challenges of adopting hydrogen-electric Mobile Elevating Work Platforms (MEWPs). They provide insights into efficiency improvements, cost considerations, environmental impact, and the evolving hydrogen infrastructure in key markets like Germany.

MOVE IT MAGAZINE: Can you share more details about the specific technological advancements that make your hydrogen-electric MEWPs more efficient compared to traditional diesel or fully electric models?

TOM HADDEN: It's important to clarify that we're not running a hydrogen combustion engine directly powering the machine. Instead, we've integrated a hydrogen fuel cell system to recharge the batteries on our fully electric MEWPs. Essentially, our offer is a fully electric machine with the option of hydrogen to charge the batteries in the absence of mains AC supply or as a range extension function to work in unison with the on-board batteries to provide longer running time.
This option offers significant advantages over traditional diesel or even standard battery-electric models. First, the hydrogen fuel cell acts as a range extender, allowing for on-site recharging and significantly reducing downtime compared to waiting for a traditional plug-in battery recharge. This is crucial for sites where charging infrastructure is limited or where continuous operation is essential.
Secondly, from an efficiency perspective, the key advancement lies in the integration and management of the fuel cell with our existing electric drive system. We've optimized power management to ensure seamless switching between battery power and fuel cell recharging, maximizing energy efficiency and minimizing losses.
Finally, the hydrogen fuel cell system itself is designed for high efficiency and durability. We've focused on creating a robust and reliable system that can withstand the demands of construction and industrial environments where our MEWPs operate.

MOVE IT MAGAZINE: How do the operational costs of hydrogen-electric models compare to diesel-powered or traditional electric models, particularly in terms of maintenance and fuel (hydrogen vs. electricity)?

TOM HADDEN: Hydrogen costs vary significantly by region, but whereas diesel costs fluctuate, the price of hydrogen is likely to decrease in the coming years as green hydrogen production ramps up. Electricity costs are also variable, but in many locations, they are lower than current hydrogen costs.
Regarding maintenance, our hydrogen-electric models, being primarily electric, benefit from the lower maintenance requirements of electric drivetrains. Fewer moving parts translate to less wear and tear compared to diesel engines. Compared to an electric-only machine, the hydrogen fuel cell system does add a small amount of extra maintenance, but this is generally less intensive than diesel engine maintenance and is offset by increased uptime and reduced downtime for charging.
So while the initial cost of hydrogen might be a factor, the reduced maintenance and increased uptime can lead to long-term cost savings. Where downtime due to lost productivity is particularly costly, the hydrogen option is very attractive, and as green hydrogen production expands, we anticipate the operational costs of our hydrogen-electric MEWPs to become increasingly competitive.

MOVE IT MAGAZINE: What are the exact CO2 savings or environmental impact reductions when switching from traditional equipment to hydrogen-electric models?

TOM HADDEN: At the point of use, both our hydrogen-electric and electric-only MEWPs produce zero tailpipe emissions, which is a significant advantage over diesel-powered machines. A diesel engine typically releases 2,640g of CO2 per litre of diesel burnt, along with NOx and particulate matter. Moving away from diesel machines in city locations will make a big difference to air quality. The reduction in noise pollution is also an important environmental benefit, allowing the equipment to be used in sensitive environments, such as during nighttime operations.
Then there's the impact of hydrogen production—whether it is 'grey,' 'blue,' or 'green.' The best option to use with our machines is green hydrogen, which is produced using renewable energy. As renewable sources continue to become more prevalent, both the availability and affordability of green hydrogen will increase, further improving the environmental benefits of hydrogen-electric MEWPs.

MOVE IT MAGAZINE: Can you provide specific figures on the battery life and refuelling frequency of the HR15 H2E and HR17 H2E under typical usage conditions?

TOM HADDEN: Typical usage conditions can vary widely, but both the HR15 H2E and HR17 H2E are designed to operate for up to five working days on a single battery charge under moderate usage. Heavy usage, such as continuous lifting and driving, will reduce this time. A full hydrogen cylinder has the ability to double the range, and where AC mains are available, the onboard charger can be used to provide even more flexibility and extended operations.

MOVE IT MAGAZINE: How is hydrogen refuelling infrastructure in Germany evolving to support the widespread adoption of hydrogen-electric MEWPs? Are there specific challenges with availability or refuelling stations in urban vs. remote areas?

MARCEL SCHEPERS: Germany's hydrogen refuelling infrastructure is expanding, with significant investments in green hydrogen stations and research into hydrogen-powered construction machinery. However, challenges remain, particularly in urban areas where space constraints make expansion difficult and in remote locations where infrastructure is lacking.
For Niftylift's hydrogen-electric MEWPs, these challenges are largely avoided as they use replaceable G20 hydrogen bottles instead of relying on fixed refuelling stations. This allows for on-site hydrogen replenishment, making them practical for both urban and remote applications.
Key logistical considerations include ensuring a reliable supply of G20 hydrogen bottles, providing safe and compliant storage solutions, training operators to swap bottles quickly and safely, and meeting all relevant safety and transport regulations. By using a bottle-swap system, we eliminate the need for fixed hydrogen refuelling stations, making hydrogen-electric MEWPs far more flexible and viable across different work environments.

MOVE IT MAGAZINE: What percentage of your fleet in Germany is currently hydrogen-electric, and what are your growth projections for the next 5-10 years in the German market?

MARCEL SCHEPERS: Our hydrogen-electric models have only recently entered the German MEWP market, marking the early adoption phase for this technology. We are working closely with our German partners and customers to demonstrate the advantages of our hydrogen-electric MEWPs and actively support the transition to a greener, more sustainable future.
We are extremely optimistic about the growth potential in Germany over the next 5-10 years. Germany's strong focus on sustainability and innovation makes it an ideal environment for hydrogen-electric technology. The country's commitment to reducing emissions and its ambitious climate targets are driving demand for clean technologies.
Within the next five years, we anticipate a steady increase in sales as awareness grows and infrastructure improves. Over the next 10 years, hydrogen-electric MEWPs could represent a substantial portion of our sales in Germany, depending on factors such as the availability and price of green hydrogen and the rollout speed of hydrogen infrastructure.

MOVE IT MAGAZINE: Who are your key rental partners in Germany, and how are these collaborations helping to promote the adoption of hydrogen-electric solutions?

MARCEL SCHEPERS: Building strong partnerships is crucial for driving the adoption of new technologies. While I can't disclose specific agreements for confidentiality reasons, I can say that we're fortunate to work with some excellent rental partners in Germany who are very forward-thinking and focused on sustainability. These collaborations help us demonstrate the benefits of hydrogen-electric technology, gain end-user confidence, and refine our products based on customer feedback.

By working together with rental companies and industry partners, we can ensure that hydrogen-electric MEWPs become a key part of the future of sustainable lifting operations.

INNOVATIVE SOLUTIONS ADDRESS LABOUR SHORTAGES IN CONSTRUCTION

The construction industry continues to struggle with labour shortages, with 21% of UK businesses reporting difficulties in recruitment, according to the Office for National Statistics (ONS). The situation is mirrored across the EU, where construction holds one of the highest job vacancy rates. The need for a skilled workforce is crucial, especially in sectors like fire protection, where installation errors can have serious consequences. **Graeme Leonard, EMEA Fire Protection Division Manager at Victaulic, emphasizes the role of manufacturers in mitigating these challenges through smart product design and targeted training.** *"The industry must attract new talent and invest in skill development, but in the short term, manufacturers can support productivity with innovative solutions,"* he says. Victaulic's Installation-Ready technology exemplifies this approach. These products arrive preassembled, reducing installation time and the risk of errors. Unlike traditional threaded sprinklers, Installation-Ready sprinklers can be installed quickly and reliably, even by less experienced workers, ensuring safety and efficiency. *"Our goal is to provide contractors with products that streamline installation while maintaining reliability,"* **Leonard explains**. The company's solutions include grooved couplings and fittings designed to be assembled without disassembly, using only standard hand tools. This minimizes errors and optimizes workforce efficiency. Beyond product innovation, Victaulic is also committed to training. *"Manufacturers are specialists in their products and should play a mandatory role in training workers on-site and in dedicated facilities,"* **says Leonard. Victaulic's training covers pipe grooving, sprinkler installation, and alarm valve servicing, ensuring workers are well-prepared**.

SHELL'S POLARIS CCS PROJECT TO CAPTURE 650,000 TONS OF CO2 ANNUALLY

Shell's new Polaris Carbon Capture and Storage (CCS) project in Scotford, Alberta, is set to make a significant impact on industrial emissions. The facility, expected to be operational by 2028, will capture up to 650,000 tons of CO2 per year, reducing emissions from Shell's refinery and chemical complex. The project will create more than 2,000 jobs during construction and contribute to Canada's carbon reduction goals.

Captured CO2 will be transported through a 22-kilometer pipeline to the Atlas Carbon Storage Hub, where it will be permanently stored over two kilometers underground in the Basal Cambrian Sands formation. The first phase of Polaris will focus on capturing emissions from the refinery's hydrogen plants, enabling the production of blue hydrogen.

Sarens, a global leader in heavy lifting and engineered transport, has played a vital role in the project since October 2024. The company was responsible for transporting and installing key equipment, including an Amine Absorber, Amine Stripper, and Quench Tower. These complex operations required careful logistical planning, including the de-energization of transmission lines, railway modifications, and bridge capacity assessments.

To execute the transport, Sarens deployed Kamag K25 platform trailers with 56 axle lines. The installation of the towering Amine Absorber, over 235 feet tall, required a CC6800 crane, supported by a CC2800 as a tail crane. Additional structures were moved using Kamag K24 SPMTs with 24 axle lines.

Paul Betts, Sarens Project Manager, expressed gratitude for the collaboration with Shell and Alberta Transportation, emphasizing the project's strategic and environmental importance. With a strong track record in Canada, Sarens continues to contribute to major infrastructure projects, reinforcing its role in advancing industrial innovation and sustainability.

HENDRIK VEDER AND LIFT-TEX EXPAND UK TIES

Hendrik Veder Group UK has reinforced its partnership with Lift-Tex to provide businesses with safer, more efficient, and cost-effective heavy lifting solutions. This collaboration will grant industries across the UK—spanning maritime, shipping, construction, oil and gas, and renewables—direct access to Lift-Tex's advanced Extreema round slings.

As a key supplier of Extreema round slings in the UK, Hendrik Veder Group UK is further establishing itself as a leader in premium heavy lifting solutions. The partnership is particularly significant for the renewable energy sector, where these slings are instrumental in handling and transporting offshore wind farm components, including turbine blades.

Manufactured in the Netherlands, Extreema slings incorporate 'parallel laid fibre technology', making them up to eight times stronger than steel on a weight-for-weight basis. They also reduce overall lifting weight by up to 80% compared to wire rope, significantly enhancing safety, flexibility, and cost efficiency.

Bertwin Zonneveld, Managing Director of Hendrik Veder Group UK, emphasized the value of this collaboration:

"This partnership marks a strategic step forward for our customers. By bringing Lift-Tex®'s innovative Extreema slings to the UK market, we provide industries with a lifting solution that is lighter, safer, and more durable than traditional alternatives. Whether serving long-standing marine and shipping clients or supporting the UK's growing renewable energy infrastructure, this alliance ensures access to the best lifting technologies available."

Bert Snel, Director of Lift-Tex, highlighted the global impact of this expansion:

"We are committed to supporting lifting requirements worldwide, and our long-term partnership with Hendrik Veder Group UK enables us to do just that. Our Extreema® slings have already demonstrated their effectiveness across Europe, and with Hendrik Veder Group UK's extensive network, we are confident they will bring significant benefits to UK industries, particularly in the fast-growing renewables sector."

TRANS-WEB SEES SURGE IN DEMAND FOR SAFETY GEAR

UK-based manufacturer of lifting, lashing, and height safety equipment, Trans-Web, has reported a surge in demand for its height safety range as construction businesses increasingly prioritise worker safety.

According to The Telegraph, one fatality occurs every week on a construction site due to inadequate health and safety measures. In response, companies are turning to trusted suppliers like Trans-Web for high-quality protective gear.

"The growing success of our height safety range shows that businesses are taking worker protection more seriously than ever," **says Lee Wrigley, Director of Trans-Web.** *"We're proud to support this effort with our best-selling full body harnesses, restraint lanyards, and wire anchor strops."*

Trans-Web's height safety equipment is designed for maximum strength, flexibility, and durability in demanding environments. Their LITE Full Body Harness is easy to adjust and designed to conform to the user's body whether standing, sitting, or kneeling. Their work restraint lanyards, available in webbing, rope, or elasticated options, reduce clutter and provide durability. Meanwhile, their wire anchor strop, made from galvanised steel, offers a secure temporary anchoring solution.

"It's fantastic to see so many customers returning to us for safety solutions they can trust," adds Wrigley. *"All our products are tested to the highest standards to ensure ultimate protection."*

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Minimize the risk for damage and unscheduled downtime with a fire suppression system from Fogmaker. Our system meets the most stringent industry standards in the world and no other water-based system holds our certifications.

Our robust and automatic system is designed for harsh environments, always ready, and independent of electricity and position. Fogmaker chokes fires quickly and cools for up to 90 seconds to prevent re-ignition. Environmentally friendly with our 100% PFAS-free liquid, Eco 1.

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