KOBELCO
Cranes Europe

Strength through experience since 1930

Issue 2/Volume 2
Autumn 2022

CRANES:
CKE800G-2
CKE900G-3
CKE2500G
And more...

PROJECTS:
Blankenberge Pier
High Speed 2
Silvertown Tunnel
And more...

INTERVIEW:
Masakazu Usami, Division Director - Cranes, KCME

KOBELCO

STRENGTH THROUGH EXPERIENCE SINCE 1930

KOBELCO G-SERIES

- **EU Stage 5 compliant power plant**
- **Up to 25% fuel consumption thanks to G-mode: G-Engine, G-winch and Auto-Idle-Stop**
- **Ergonomic, luxurious, spacious cap with joysticks**
- **Dual pump flow for clamshell, bucket or material handling***
- **Efficient transport**
- **Fast assembly / disassembly**
- **Tractor type crawlers***
- **Over-swing preventative device***
- **Low maintenance**
- **Excellent reliability**
- **Worldwide service network**

***optional items**

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KOBELCO CONSTRUCTION MACHINERY EUROPE BV

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COVER: HYE's new CKE900G-3 is helping construct a temporary cofferdam on the river Leie, Belgium to facilitate construction of bridge piers for a new bicycle bridge.

STOCK CRANES FOR SALE

Brand new crawler cranes available from stock, from 80-250 tonne lifting capacity

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Masakazu Usami
Division Director Cranes
(Kobelco Construction Machinery Europe)

Hello and welcome to this special *bauma* edition of Kobelco Construction Machinery Europe's customer crane magazine!

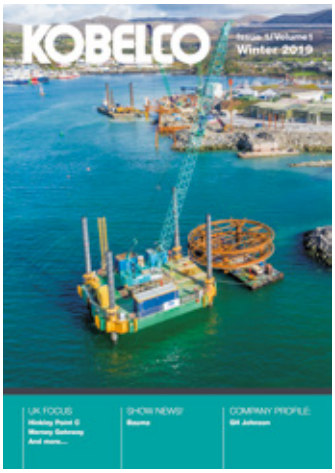
If you are holding a paper copy of the magazine, I hope you are enjoying your trip to *bauma 2022*, "the world's leading trade fair for construction machinery, building material machines, mining machines, construction vehicles and construction equipment", and our stand, which features our latest 100-tonne capacity CKE900-G3 lattice boom crawler crane.

Of course, *bauma* is about so much more than seeing the latest developments in construction technology. It is also about re-newing old friendships and building new ones face-to-face, something that has been missing for far too long. So I look forward to meeting as many visitors to our stand as possible.

***bauma 2022* also comes at an important time for the construction equipment industry – a lack of skilled workers, supply chain bottlenecks, tighter regulation and increasingly urgent environmental concerns, mean we face more challenges than ever before. How we meet those challenges could help make life better for all of us.**

At Kobelco Construction Machinery Europe - Crane Division, we are committed to playing our part in helping save the planet for future generations.

We hope you will join us in meeting those challenges and in creating a better world for everyone!



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Forging ahead

Ahead of this year's Bauma exhibition (October 24–30, Munich, Germany), we talked to Masakazu Usami, Division Director - Cranes, Kobelco Construction Machinery Europe (KCME), to hear how the company is adapting to the post-Brexit trading landscape and what plans it has for the future.

KCM: Kobelco Cranes Magazine (KCM): How has Kobelco Construction Machinery Europe's Crane Division adapted to the post-Brexit landscape and the Covid pandemic?

MU: There is no doubt both events have had a seismic effect on the world as we once knew it. Fortuitously for KCME, the departure of the United Kingdom (UK) from the European Union (EU) on 1st January 2021 has had no adverse effect on our ability to supply customers with the crawler crane spare parts they need to help successfully deliver the country's important infrastructure projects.

The excellent customer support and continuation of the frictionless supply of parts enjoyed by KCME and its customers in the UK has been made possible by the signing of two separate trade agreements at the end of last year, which safeguard the supply of parts from Japan and the trans-shipment hub of Singapore.

As such, we have seen no adverse effects on our ability to meet customer demands for spare parts. Our customers can expect the same levels of service they have always enjoyed, with the added bonus of a secure and frictionless supply of spare parts for the foreseeable future.

The Covid pandemic was a "once in a lifetime event" that affected everyone, in the UK the construction sector was largely exempt from many of the restrictions imposed on society, with many nationally important infrastructure projects continuing to be built. Our engineers were also classed as essential workers, so work carried on "as normal" for us and many of our customers.

What is clear, however, is that the sharp rise in steel prices and logistics costs has and will continue to have, a huge impact on users' investment decisions, that cannot be ignored, while the volatility of raw material prices is also a factor in future investment. It's also true that new problems, such as conflicts in Eastern Europe, are emerging.

KCM: Given the impact of the pandemic and Brexit, how do you currently assess demand in the EAME region for crawler cranes?

MU: Such a huge region has many different

characteristics with expectations around service times, spare-part availability and environmental legislation varying widely. What we have seen is demand for crawler cranes has bounced back positively over the last 6 to 12 months.

In Europe, our biggest markets are the UK, Benelux and France, Germany, Austria and Switzerland (DACH) and, to a lesser extent, the Nordic countries. Of these the UK is by far the biggest market, with the CKE900G, CKE1350G and CKE2500G the most popular models, resulting in sales reaching 20 units, or more, per year depending on the particular model.

Of course, there are differences in each market. While many UK contractors and rental companies operate solely in their domestic market, for example, one of the main characteristics of the Benelux and France market is the global reach of many of our customers, such as Vinci, Boskalis Denys etc.

Our customers take their environmental responsibilities very seriously and are always looking to use the latest technology to do so. The size of this market is obviously dictated by the ability of our customers to win work everywhere, and this can fluctuate greatly.

> **‘The continuation of the frictionless supply of parts enjoyed by KCME and its customers in the UK has been made possible by the signing of two separate trade agreements at the end of last year’**

Previously the most popular model for those customers was our 250-tonne capacity CKE2500G lattice boom crawler crane, but over time this has changed thanks to rising demand in the foundations sector, driven in large part by a lack of infrastructure – ports, railways, bridges etc.

By contrast, in the European market, it would be fair to say customers are looking for a more mobile crane, so the CKE900G remains our most popular model through-out the territory. And in Germany, Austria and Switzerland we’ve seen demand for “foundation” machines steadily rise over the last 10 years, peaking in 2019, pre-pandemic.

KCM: When can we expect to see electric-powered Kobelco crawler crane?

MU: Our colleagues on the excavator side of our business are at much more advanced stage in electric engine development, having displayed a 1.7 tonne electric excavator at bauma in 2019 and a 3.5 tonne electric excavator at ConExpo in 2020, and I expect to see some synergies going forward.

However, the complexities of the different markets across the EAME region and differences in customer needs, could see a variety of solutions being offered depending on what region they are operating in, much as we have today with the US and European engine regulations.

There are also many systems to choose from – plug-in, electric batteries, Fuel Cell Electric Vehicles (FCEV), hydrogen combustion engine, etc – and while each has its own characteristics, we need to find the right solution for our customers, the environment and ourselves.

KCM: Looking ahead, what do you think are the biggest challenges and opportunities manufacturers face?

MU: There is no doubt the construction sector landscape is changing, with remote operation, increased automation, Artificial Intelligence (AI) and machine learning all having an impact on the design and operation of construction equipment around the world.

The lack of skilled operators is, to a large extent, driving the increase in automation and AI across the sector, while 3D visualisation software is playing an ever more important role, especially as BIM becomes a core requirement for contractors.

Bringing all those strands together is one of the main challenges facing us all and I envisage working more closely with a wide variety of stakeholders to achieve the best solution.

Contractor spotlight: HYE

Established in 1929, HYE operates through-out Belgium and the Netherlands specialising in large-scale public and private works

From its headquarters in Antwerp, Belgium's HYE has amassed a specialist team of over 150 employees with extensive knowledge and experience of working across a variety of construction sectors, including hydraulic engineering, steel construction and soil remediation in Belgium and the Netherlands, from initial design to project completion.

Utilising its own steel fabrication workshop, which is located on the river Scheldt in Antwerp, and specialist equipment, HYE's hydraulic engineering experts offer clients a comprehensive, holistic approach to all of their construction needs.

Sectors covered by its operations also include, quay wall construction, waterway/canal locks, sea and river jetties, hydroelectric power plants and moveable bridges.

Recent projects undertaken by the company include using its new, 100-tonne capacity Kobelco CKE900G-3 lattice boom crawler crane to vibrate three rows of sheet piles during construction of sluice gates in Heindonk, northwest of the city of Mechelen in Belgium.

To carry out the work, the CKE900G-3 was fitted with a 42.7m boom, with a maximum radius of 38.1m, and used an ICE 36RF vibratory hammer to drive the 69 AZ18-700-type piles 10m into the soil.

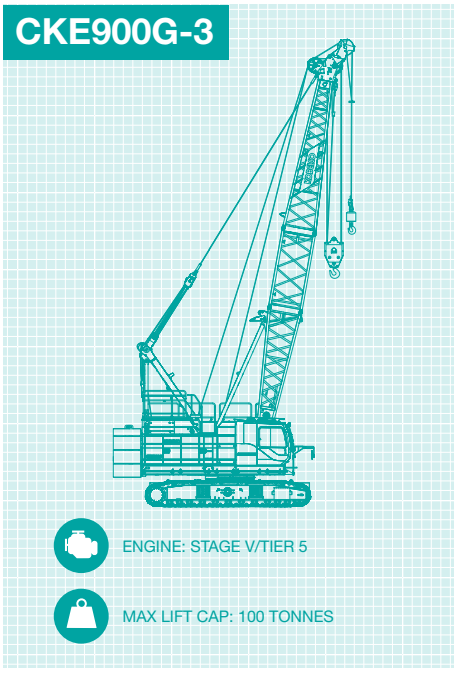
The gates form part of the country's wider flood defence scheme – the Sigma Plan, which is designed to offer protection against storm surges as well as river floods caused by excessive rainfall - and the area's specific flood defence requirements, while the piles act as an "underflow screen" preventing water from finding its way under, or along the sluice.

Following completion of the work at Heindonk, the CKE900G-3 was moved to Menen, West Flanders, where it is being used to vibrate sheet piling for a temporary cofferdam on the banks of the river Leie to facilitate construction of bridge pier for a new cyclist and pedestrian bridge.

The new bridge is part of the associated works of the Seine Schelde Vlaanderen, a large-scale inland shipping project of De Vlaamse Waterweg, a Flemish government department that manages the waterways in Flanders, with support from the European Union, which aims to turn inland shipping into a fully-fledged alternative to road freight transport.

The work is expected to take approximately 12 months and includes 200-linear-metres of sheet piling that will create a new riverbank. Once this is complete, construction of the new bridge is expected to start in 2024.

For the work at Menen, the CKE900G-3 was fitted with a 39.7m boom, with a maximum radius of 35.5m, and used a PVE 30VM Vibratory hammer to drive the 46 AZ28-700-type piles 12m into the soil.



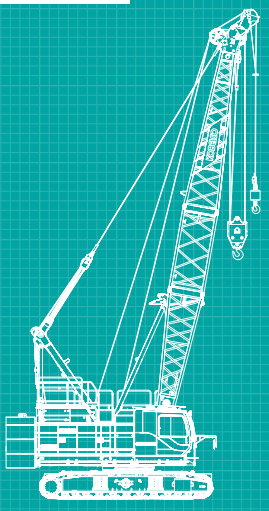
Peas in a pod

Delivery of two new Kobelco CKE900G-3 crawler cranes marks latest investment by international crane hire specialist Delden Cranes.

International crane hire company Delden Cranes has taken delivery of another two new, Stage V/Tier 5 Kobelco CKE900G-3 crawler cranes. It's latest 100-tonne capacity CKE900G-3s follow delivery of three others in the second half of 2021, bringing the total number of Kobelco crawler cranes in its crane rental fleet to 13, including five CKE900G-3s, six CKE900G-2s and two CKE2500G-2s.

Like their predecessors, the latest CKE900G-3s were supplied with a 45.7m main boom and an auxiliary jib, with Kobelco Construction Machinery Europe (UK) – Cranes Division arranging painting of the cranes in the company's livery, and delivery to its yard in Pinxton, Nottinghamshire, where Kobelco and Delden's engineers worked together to assemble, test and prepare the cranes before being put to work.

CKE900G-3



ENGINE: STAGE V/TIER 5

MAX LIFT CAP: 100 TONNES

KOBELCO

KCROSS

- Crane Remote Observation Satellite System -

KOBELCO has developed a remote operation management system for our cranes. Machines fitted with this system transmit working condition, location, and maintenance history to provide owners with fact-based information that gives tremendous advantages for their asset management.

Main Functions

LOCATION

› Acquire Working Condition and Location of the Fleet

The system is based on satellite mapped images, Internet connection, and other means to remotely monitor a crane's working condition and its location. This information is useful in planning maintenance schedules and providing guidance to operators, helping to ensure that crane owners can maximize their fleet efficiency.

WORKING

› Managing Safety/Operational Records and Monitoring Working Status

Crane owners can monitor and record the working condition and operational status of onsite machines on entire fleet basis, promoting greater crane safety.

SAFETY

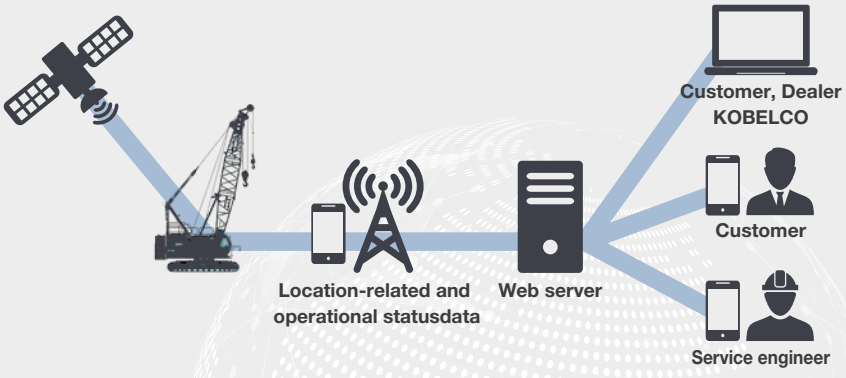
› Remote Failure Diagnosis

It is possible to narrow down possible failure causes quicker and more accurately by remotely accessing to the current and historical status of the machine, helping to minimize the machine downtime.

MAINTENANCE

› Preventive Maintenance Ensures Good Machine Condition and Protects Value

The system recommends appropriate parts replacement timing based on the machine working hour. Regular maintenance can help the machines running at peak performance at all times.



Viewing of machine data via the Internet allows provision of complex machine data

Using the Internet, customers can check on a crane's operational status from the office, and its location can be checked with GPS. Operation data such as whether or not a crane is in operation, total operating and idling hours, etc., is displayed in easy-to-read graph and table formats.

Location display

KCROSS reports
(Possible to customize data)

Detailed Machine and Operation Data Can Be Accessed over the Internet

Operating data for a given crane can be accessed and accurately monitored from the Internet terminal in the crane owner's office.

Main Data Handled

- Map: Shows past and latest locations and travel history of all machines in the owner's fleet.
- Performance record: Hours of operation, Lift operations, and Safety record in the period of a day, a week, or other desired span.
- At-a-glance function: Outputs a report (in the form of a record log or sheet) that shows whether or not the machine is currently operating, its total operating hours, and other operating data.

Operation data can be received on a mobile phone

When necessary, this system can send data as a text message to a mobile phone

■ Equipment required

IT controller
IT antenna, GPS antenna
Set-up package (including bracket, signal relay harness and software)
Computer with broadband connection for internet access (Microsoft IE6.0)
Excel software (Microsoft Office 2000 or later) to view downloaded documents

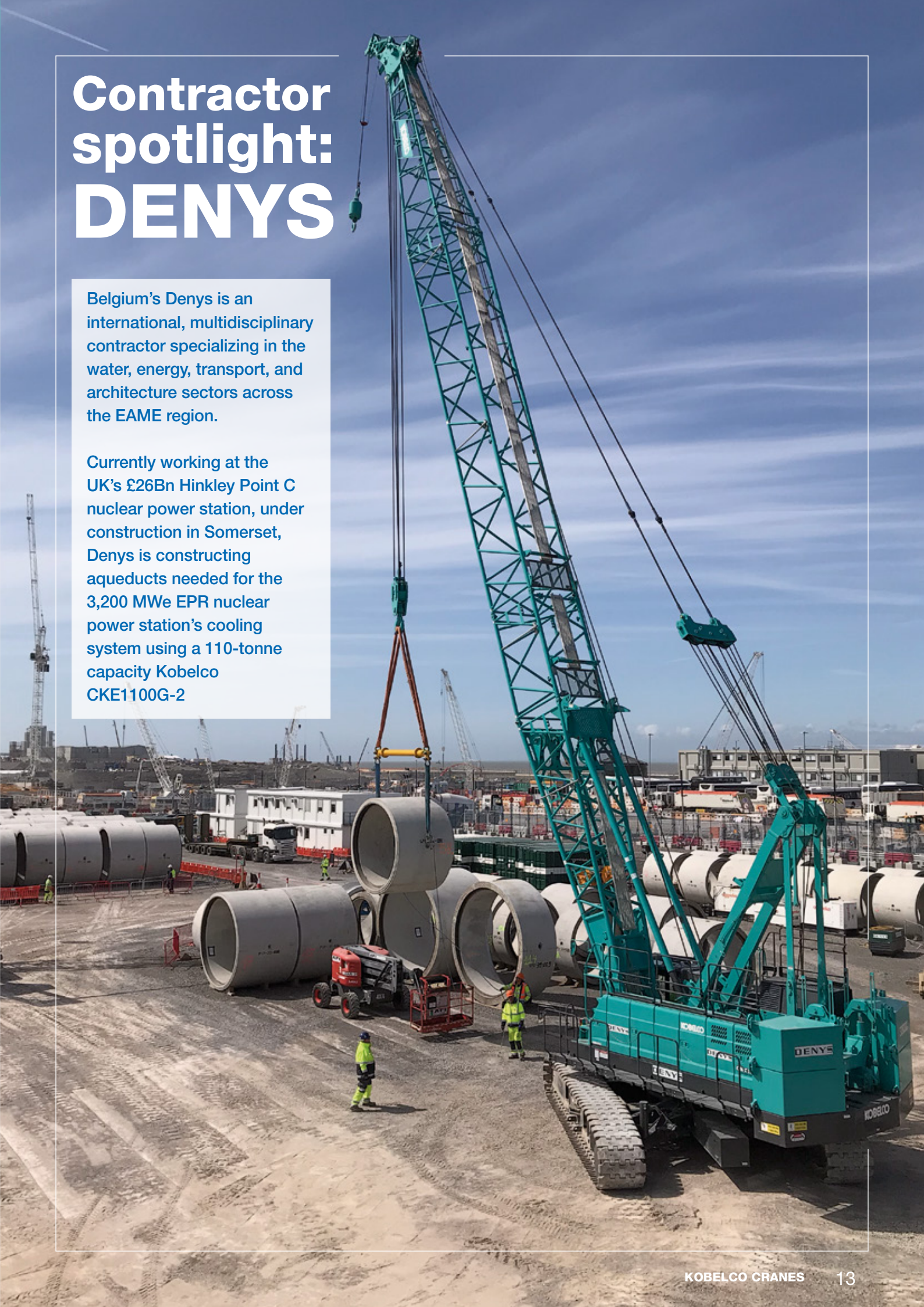
■ Equipment required

KOBELCO hydraulic crawler cranes, including some existing models

Contractor spotlight: DENYS

Belgium's Denys is an international, multidisciplinary contractor specializing in the water, energy, transport, and architecture sectors across the EAME region.

Currently working at the UK's £26Bn Hinkley Point C nuclear power station, under construction in Somerset, Denys is constructing aqueducts needed for the 3,200 MWe EPR nuclear power station's cooling system using a 110-tonne capacity Kobelco CKE1100G-2



Deep dive

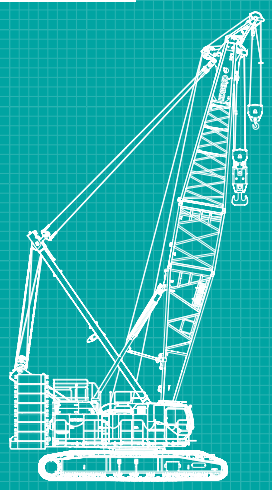
Al Hassanain and Joseph Gallagher Joint Venture lift 140-tonne tunnel boring machine from Arabian Gulf following completion of a 1,950m-long sea outfall, part of Kuwait's £1.32 billion project to improve the Umm Al Hayman WWTP in Al Ahmedi.

Recovery of the Herrenknecht tunnel boring machine (TBM) AVN2200AB was a complex operation, requiring precise planning and execution, according to the JV. Challenging weather conditions, including winds of up to 20km/h and temperatures that regularly reached 49° out at sea, also needed overcoming.

Having completed the 1,950m-long sea outfall, the longest in the Middle East, the 14m-long, 140-tonne, 2.64m-diametre TBM - named Emma - was located 10m under the seabed. Sand surrounding the TBM required careful excavation with airlifts before the it was raised using a combination of air bags and a CKE2500G crawler crane working in tandem.

Once secured it was towed 40km to the state-owned Kuwait Integrated Petroleum Industries Company (KIPIC) jetty, located near the AL Zour Power Station.

CKE2500G



ENGINE: STAGE V/TIER 5

MAX LIFT CAP: 250 TONNES

Silvertown Four

Dartford-based Hawks deploys four Kobelco crawler cranes for Transport for London's prestigious Silvertown Tunnel project

Four Kobelco crawler cranes - two CKE2500Gs and two CKE900G-3s - have been used by crane-rental specialist Hawks for work on Transport for London's (TfL) £1 billion Silvertown Tunnel, which will link Silvertown to the Greenwich Peninsula in east London.

The new 1.4km twin-bore road tunnel under the Thames will be the first in London in over 30 years and aims to improve cross-river public transport, while reducing congestion and air pollution in the area. Construction is being delivered by Bam Nuttall with

sister company Wayss & Freytag Ingenieurbau, Ferrovial Agroman and SK E&C.

Both CKE2500G-2s were supplied with 48m booms, with one using a 100-tonne hook block and the other a 70-tonne hook block, with maximum weight lifted being 50.5 tonnes at 15m radius.

The tight site presented some operational problems, according to Elliot Hawkins, Sales Director, Hawks Crane Hire: “The main boom for both machines had to stay under the overhead Emirates cable car, which runs across the site, and also had to be slew restricted due to the adjacent Docklands Light Railway (DLR) lines running parallel with the site, with Kobelco's slew restrictors coming in very handy during operations.”

Working around the three main shafts, both CKE2500G-2s were used in a "muck away" operation removing spoils from the shafts using a Geko Innovations’s TruckLoader Skip, which can weigh up to 26 tonnes, fully laden, says Elliot, with one also lifting excavators, loaded onto a “tray”, in and out of the shafts as well.

“The CKE2500G provided greater lifting capacity than other 250-tonne capacity models,” explains Elliot, “allowing the client more reach, with a greater lifting capacity, which ultimately increase programme time.”

Piling duties

With the larger capacity cranes handling earth removal and plant movement on site, the 100-tonne capacity CKE900G-3s, which were both supplied with a 36.6m boom, were used by piling contractor Keltbray for the tunnel boring machine launch chamber, along with associated counterfort foundations.

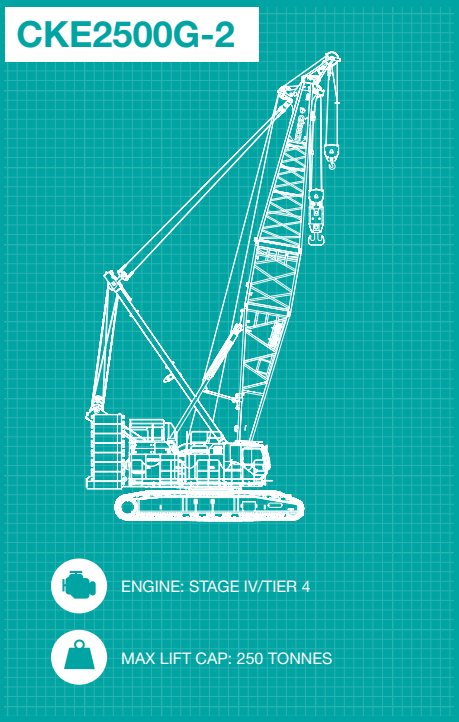
“Both CKE900G-3s worked as ‘tailing cranes’”, explains Elliot, “lifting the tailing end of the tilt bed, with a maximum weight of 24-tonne, where the T-shaped rebar cages were spliced together to make the 102 tonne, 32m long counterfort piles, which were filled with more than 500m3 of ‘low-carbon’ concrete once in position.”

Environmental concerns also played a part in choosing the Kobelco crawler cranes for the works, according to Elliot, with the company’s KCross remote operation management system, which is designed to help maximise machine efficiency and uptime, key to the decision making.

“Our client was especially interested in gathering as much information as possible on all four cranes’ diesel usage and emissions whilst they were on site, particularly as it was keen to reduce emissions as much as possible on site. It even ran a competition between the contractors to see how much money it could save while reducing fuel consumption.

“More importantly,” adds Elliot, “the information was not only useful during the project but will be used as part of its wider research into how emissions and fuel usage can be reduced on future projects.”

CKE2500G-2



Pier reconstruction

Artes Group deploys CKE800G-2 as renovation work on Blankenberge's iconic pleasure pier moves into the next phase

Renovation of the Belgium resort of Blankenberge's iconic pleasure pier is currently taking place following years of erosion at the hands of the elements – wind, rain and, of course, sea water!

Built in 1933 to capitalise on the boom in tourism to the area, the current structure replaced a cast iron pier built in 1894, the first to be built along the coasts of the Atlantic and the North Sea. The only other pier of this scale and purpose on the continent is in Scheveningen, the Netherlands.

Renovation of the structure, which consists of a vertical concrete core attached to an overhanging horizontal slab and promenading deck, will cost €10 million (£8.9

million) and, says pier manager, Sebastiaan Defoort, could not be delayed for a moment longer.

“The structure suffers from concrete rot and is no longer safe. The entire structure is landmarked, so that means that it will be rebuilt authentically as it was in the interwar period. So, it should look just the same as it did in 1933,” adds Sebastiaan.

The pier’s rotunda, containing a brasserie, rooftop restaurant, function rooms and exhibition space, was renovated in 1999-2003, so is not part of the current renovation. Instead, renovation of the walkway will see its complete demolition and reconstruction leaving the finished structure looking as it did from 1918 to 1939.

Starting in March, the Artes Group, which is responsible for all piling, concrete and restoration works, commenced construction of a 1m-high, sea-proof, U-shaped cofferdam around the whole structure to allow the works to take place.

Construction uses 28m-long AZ42-700 type piles, driven 18m into the sandy beach, with Artes using its 80-tonne capacity Kobelco CKE800G-2, one of eight Kobelco cranes in its fleet. To complete the works, the crane is using a 12 tonne, 2332VM vibratory hammer, 30.5m main boom and 7 and 50-tonne lifting blocks.

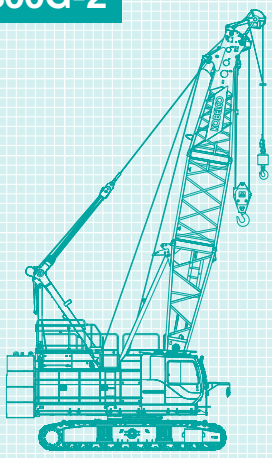
Once the cofferdam is complete, the current pier deck will be demolished. Temporary walkways will be created on the east and west sides of the pier, with pedestrians able to reach the main building via the eastern cofferdam, while suppliers and emergency services will use the western cofferdam.

The original cast iron piles, dating from 1894, will be used as the foundation for the new pier. Reinforcement and concrete will be placed around the piles, forming a solid base for the superstructure. It is important, says Dries Hoste, Artes Group project manager, only stainless-steel reinforcement is used to enhance the slender, 1930s structure, whilst being able to withstand every possible weather condition.

Once the promenade is accessible again, the eastern and western cofferdams can be demolished, with the opening of the finished structure planned for 2023.

“Restoration of this iconic structure has presented us with many challenges,” says Dries, “including harsh working conditions - sand, sea and salt air – but we and our CKE800G-2 have weathered the storm, and I look forward to seeing Blankenberge’s Belgium Pier open in all its glory next year.”

CKE800G-2



ENGINE: STAGE IV/TIER 4

MAX LIFT CAP: 80 TONNES

Take Five

Delivery and commissioning of another five new, 100-tonne capacity CKE900G-3 crawler cranes for BPH Equipment completed with all cranes ready to start work at UK's High Speed 2 rail project.

Kobelco engineers have completed the delivery and commissioning of another five new, 100-tonne capacity CKE900G-3 for UK-based crawler crane rental company BPH Equipment.

Completion takes the total number of Kobelco CKE900G-3 lattice boom crawler cranes supplied to BPH over the last 12 months to eight machines.

Besides the eight CKE900G-3s, five of which are working at High Speed 2's Old Oak Common site south of Willesden Junction station, London, the company has also took delivery of two new, 135-tonne capacity CKE1350G-2s within the last year.

BPH's latest CKE900G-3 was delivered to the company's yard in Long Bennington, near Newark, Nottinghamshire, before being assembled and commissioned by James McCulley, KCME, working with two of BPH's own engineers.

Assembly and testing of the final crane, which was supplied with full counterweight, 48.8m main boom and auxiliary sheave, with a 35-tonne hook on two falls and an 11-tonne baby hook on a single fall, were completed in three days.

BPH Equipment's latest CKE900G-3 will now join four of the company's Kobelco CKE900G-3s at HS2's Birmingham site.

Besides the wide array of lifting options, the CKE900G-3 was supplied with Kobelco's Remote Observation Satellite System (KCross), which helps to maximise machine efficiency and uptime, as standard.

"The KCross system is based on satellite mapped images and an internet connection," explains Mark Evans, Kobelco Construction Equipment Europe – Crane Division's sales and marketing manager, "and can monitor the operating condition and location of machines even on remote sites, using your PC, laptop or mobile phone.

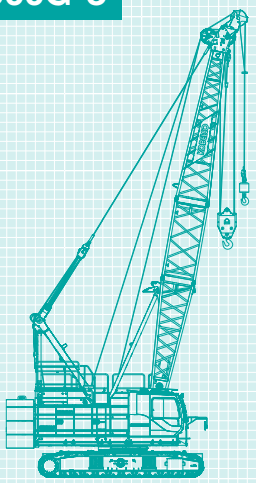
"KCross lets our service team know exactly what to do, minimising your down time while adding to your bottom line"

"KCross offers a whole new level of operational management, showing position, operational status, maintenance history, operation and lifting times, maximum load ratio, and operation of safety systems. All of which is extremely useful when planning maintenance schedules and providing guidance to operators, while helping ensure crane owners can maximise their fleet efficiency

"And it's easy to store all this data for each of the Kobelco cranes in your fleet and share it with us to ensure service and maintenance are up-to-date. In the unlikely event there is a problem, KCross lets our service team know exactly what to do, minimising your down time while adding to your all important bottom line" adds Mark.

Commenting on this latest deal, Mark says: "Delivery and commissioning of the latest CKE900G-3 crawler crane marks a major milestone for Kobelco and BPH Equipment, and we would like to thank BPH for their continued confidence in both the performance and reliability of the Kobelco crane brand for these major UK infrastructure projects."

CKE900G-3



ENGINE: STAGE V/TIER 5

MAX LIFT CAP: 100 TONNES

Flying high

The cover of our last issue sparked considerable interest, so we thought you might like to see another photo. Taken by Tristam Mays it shows Murphy's CKE1350 in action working on the construction of a Waste Water treatment Plant near Melbourn, Cambridgeshire.

CKE1350G SPECS AT A GLANCE

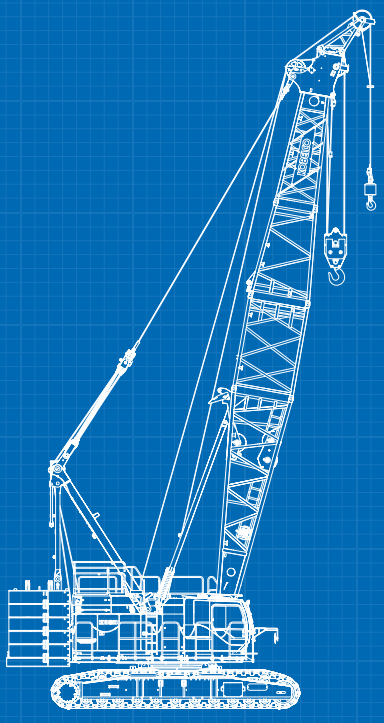
Crane Boom
Max. lifting capacity: 250t × 4.6m
Max. length: 91.4m

Fixed Jib
Max. lifting capacity: 26.8t × 16.0m
Max. combination: 61.0m + 30.5m

Main & aux winch
Max. line speed: 120m/min (1st layer)
Rated line pull (single line): 132kN {13.5tf}
Wire rope diameter: 26mm
Wire rope length: 275m (Main) 255m (Aux)
Brake type: Spring-set hydraulically released (Negative)
Free-fall brake type: Wet-type multiple disc brake (Optional)

Working Speed
Swing speed: 2.1min-1 {rpm}
Travel speed: 1.3 / 0.9km/h

Weight
Operating weight: 136t
Ground pressure: 106kPa {1.08 kgf/cm2}
Counterweight: 53.0t (upper) + 10.0t (lower)
Transport Weight: 39.7t



Bauma bound!

Kobelco Construction Machinery Europe – Crane Division's latest G-Series CKE900G-3 crane on its way to *bauma* 2022!

Visitors to Kobelco's stand at this year's bauma exhibition are in for a treat, with the third generation of its G-Series, the new CKE900G-3, taking pride of place.

The CKE900G-3 has a maximum lifting capacity of 100 tonnes at 3.6m, or 90 tonnes at 3.9m, with a maximum boom length of 61m. Maximum lifting capacity with the fixed jib is 10.9 tonnes at 18.0m, giving a maximum combination of 51.8m + 18.3m.

Maximum line speed is 120 m/min and Main & Auxiliary winches have a Rated Line Pull of 112 kN (11.4 tf). The CKE900G-3 can be used as a 100, 90 or 80 tonne capacity crane.

Standard operating weight of the CKE900G-3 is 90.1 tonne when equipped with a 31.9 tonne standard counterweight and 14.4 tonne car-body weight. Base machine transport weight with lower boom is 41.36 tonnes.

Optional extras on the CKE900G-3 on display include a track-type undercarriage fitted with triple grouser shoes, a Kobelco camera system, with two full-colour cameras providing rear and left-side view along base machine, as well as a hook height and depth indicator.

Supplied as standard on the CKE900G-3 are a slewing restrictor, digital inclinator, conflux hydraulic circuit, five LED work-lights, and 500mm-wide catwalk with handrails along the left- and right-side of the base machine.

As standard all G-Series also include Kobelco's KCross (Kobelco Remote Observation Satellite System), which allows remote monitoring of the crane alongside daily, weekly, and monthly operational reports to help plan service and maintenance requirements.

Kobelco G-Series models also include "G Mode", three energy saving systems that help conserve energy by reducing fuel consumption by up to 25%, including G-Winch, G-Engine and AIS (Auto Idle Stop).

Other features include a compact structure for transportability, a large cab design, an LMI touch screen and an optional counterweight detection device, reduced charts for working with reduced counterweight.

Innovation of global logistics, minimizing cranes' downtime!

How our ordering system works

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1. Quotation

Customers can quote online 24 hours, also regarding air freight charges the price list will be set up on our website allowing you to quote both parts and freight cost.

*: For sea freight and DHL cost please contact your parts coordinator.

2. Order Entry

You can also place an order 24 hours online. Any orders placed by 12:00 pm (Singapore local time) on the day shipments will be arranged.

3. Picking/Packing

After order is placed packing will be arranged using Nippon Express Rewards System to effectively dispatch on the day shipments.

4. Customs Clearance

Customs can be cleared 24 hours in Singapore to faciliate international trade quickly to ship packages to customers swiftly.

5. Package Shipped

Packages that are ready to be shipped are picked up from the warehouse everyday in the afternoon for shipment.

6. Customer Satisfied

KGPC will deliver parts to your customer's nearest major airport, within 36 hours*1.

*1:Delivery time is subject to change depending upon the situation of flights and customs.

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STAY IN TOUCH...

Follow Kobelco Cranes Europe on Instagram - @kobelcocraneseurope - and tag us with #kobelco #KCME #kobelcocranes for your chance to win exclusive Kobelco goodies from our Fan Shop every month!

Keep up-to-date with our latest product launches, company news, exclusive events, pictures and video via LinkedIn.

Don't forget to visit kobelco.com where you'll find information on all our cranes and related products, and you can download issues of our customer magazine straight to your desktop or mobile device!

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Visit the Kobelco Fanshop today!

www.kobelcofanshop.com

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NEW

Quality used crane finder service

We have a wide selection of used cranes available.
We are also happy to facilitate the sale of any used machines on your behalf

If you have a used crane for sale, or are looking to buy a used crane contact:

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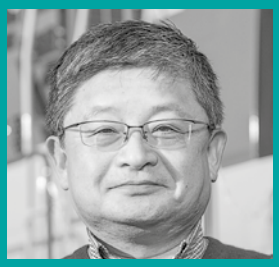

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