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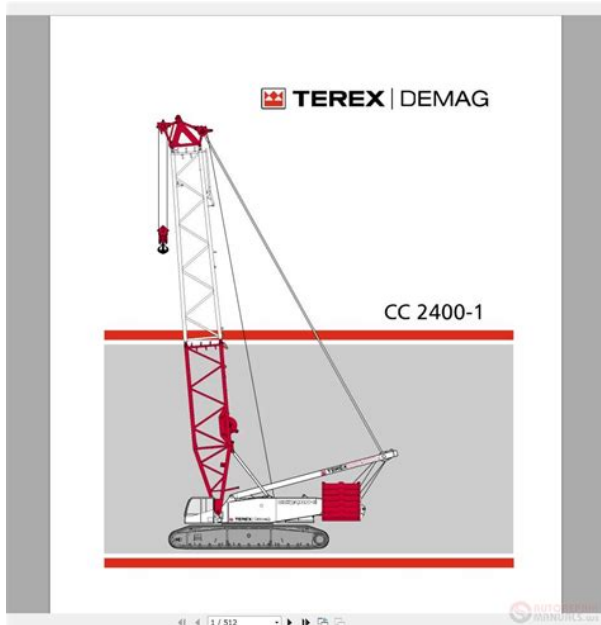
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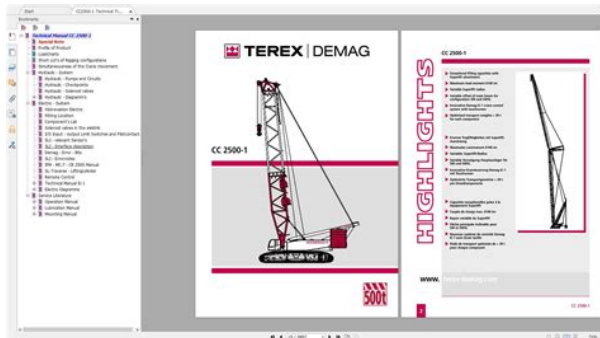
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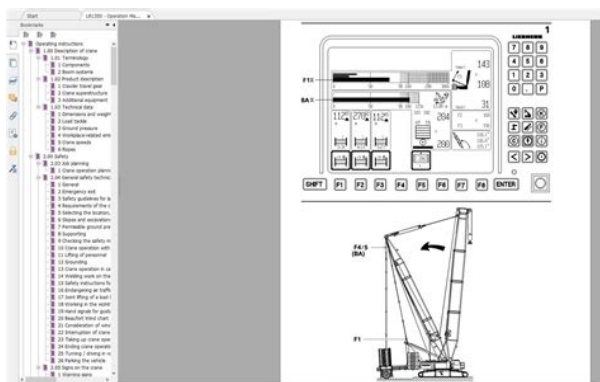
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Rather, cranes were placed in the initial stages of construction on the ground, often within the building. Copenhagen, Denmark Cranes were also used domestically during this period. In 1838, the industrialist and businessman William Armstrong designed a waterpowered hydraulic crane. Armstrong was involved in this scheme and he proposed to Newcastle Corporation that the excess water pressure in the lower part of town could be used to power one of his hydraulic cranes for the loading of coal onto barges at the Quayside. He claimed that his invention would do the job faster and more cheaply than conventional cranes. His company soon received orders for hydraulic cranes from Edinburgh and Northern Railways and from Liverpool Docks, as well as for hydraulic machinery for dock gates in Grimsby. Where water pressure was not available on site for the use of hydraulic cranes, Armstrong often built high water towers to provide a supply of water at pressure. However, when supplying cranes for use at New Holland on the Humber Estuary, he was unable to do this, because the foundations consisted of sand. He eventually produced the hydraulic accumulator, a cast iron cylinder fitted with a plunger supporting a very heavy weight. The plunger would slowly be raised, drawing in water, until the downward force of the weight was sufficient to force the water below it into pipes at great pressure. Cranes can be remotecontrolled from the ground, allowing much more precise control, but without the view that a position atop the crane provides right. First, the crane must be able to lift the weight of the load; second, the crane must not topple; third, the crane must not rupture. The stability limited rated load for a mobile crane supported on outriggers is 85% of the tipping load. Additionally, the stability of the vessel or platform must be considered. Stress within the base must be less than the yield stress of the material or the crane will fail.

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These are mated together through a turntable, allowing the upper to swing from side to side. These modern hydraulic truck cranes are usually single engine machines, with the same engine powering the undercarriage and the crane. The upper is usually powered via hydraulics run through the turntable from the pump mounted on the lower. In older model designs of hydraulic truck cranes,



there were two engines. One in the lower pulled the crane down the road and ran a hydraulic pump for the outriggers and jacks. The one in the upper ran the upper through a hydraulic pump of its own. Many older operators favor the twoengine system due to leaking seals in the turntable of aging newer design cranes. If this is the case, most larger cranes are equipped with either special trailers to help spread the load over more axles or are able to disassemble to meet requirements. An example is counterweights. Often a crane will be followed by another truck hauling the counterweights that are removed for travel. In addition some cranes are able to remove the entire upper. However, this is usually only an issue in a large crane and mostly done with a conventional crane such as a LinkBelt HC238. When working on the job site, outriggers are extended horizontally from the chassis then vertically to level and stabilize the crane while stationary and hoisting. Many truck cranes have slowtravelling capability a few miles per hour while suspending a load. Great care must be taken not to swing the load sideways from the direction of travel, as most antitipping stability then lies in the stiffness of the chassis suspension. Most cranes of this type also have moving counterweights for stabilization beyond that provided by the outriggers. Loads suspended directly aft are the most stable, since most of the weight of the crane acts as a counterweight.

Factorycalculated charts or electronic safeguards are used by crane operators to determine the maximum safe loads for stationary outriggered work as well as onrubber loads and travelling speeds. The engine is usually mounted in the undercarriage rather than in the upper, as with crawler crane. Most have 4 wheel drive and 4 wheel steering for traversing tighter and slicker terrain than a standard truck crane, with less site prep. Wide tracks spread the weight out over a great area and are far better than wheels at traversing soft ground without sinking in. A crawler crane is also capable of traveling with a load. Its main disadvantage is its weight, making it difficult and expensive to transport. Some floating cranes are mounted on pontoons, others are specialized crane barges with a lifting capacity exceeding 10,000 short tons 8,929 long tons; 9,072 t and have been used to transport entire bridge sections. Floating cranes have also been used to salvage sunken ships. The largest revolving cranes can be found on SSCV Thialf, which has two cranes with a capacity of 7,100 tonnes 7,826 short tons; 6,988 long tons each. It can both travel at speed on public roads and maneuver on rough terrain at the job site using allwheel and crab steering. Pick and carry cranes are popular in Australia, where large distances are encountered between job sites. Nearly every medium and largesized crane company in Australia has at least one and many companies have fleets of these cranes. The capacity range is between ten and forty tonnes as a maximum lift, although this is much less as the load gets further from the front of the crane. Pick and carry cranes have displaced the work usually completed by smaller truck cranes, as the setup time is much quicker. Container lift is done with parallel cranelike hoists, which can lift a container from the ground or from a railway vehicle. The rear section houses the engine and the area above the wheels is a flat deck.

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Very much an American invention the Carry deck can hoist a load in a confined space and then load it on the deck space around the cab or engine and subsequently move to another site. The Carry Deck principle is the American version of the pick and carry crane and both allow the load to be moved by the crane over short distances. These machines are often used to handle pallets of bricks and install frame trusses on many new building sites and they have eroded much of the work for small telescopic truck cranes. Many of the worlds armed forces have purchased telescopic handlers and some of these are the much more expensive fully rotating types. Their offroad capability and their on site versatility to unload pallets using forks, or lift like a crane make them a valuable piece of machinery. The crane is mobile with four groups of wheels steerable wheels, one on each corner. The simplest form is a crane mounted on a flatcar. More capable devices are purposebuilt.

Different types of crane are used for maintenance work, recovery operations and freight loading in goods yards and scrap handling facilities. Helicopters are able to travel to and lift in areas that are difficult to reach by conventional cranes. Helicopter cranes are most commonly used to lift loads onto shopping centers and highrise buildings. They can lift anything within their lifting capacity, such as air conditioning units, cars, boats, swimming pools, etc. They also perform disaster relief after natural disasters for cleanup, and during wildfires they are able to carry huge buckets of water to extinguish fires. However, many can still be assembled and disassembled. The structures basically are fixed in one place. A ring-shaped track support the main superstructure allowing for extremely heavy loads up to thousands of tonnes.

Fixed to the ground on a concrete slab and sometimes attached to the sides of structures, tower cranes often give the best combination of height and lifting capacity and are used in the construction of tall buildings. The base is then attached to the mast which gives the crane its height. Further, the mast is attached to the slewing unit gear and motor that allows the crane to rotate. On top of the slewing unit there are three main parts which are the long horizontal jib working arm, shorter counterjib, and the operators cab. The counterjib carries a counterweight, usually of concrete blocks, while the jib suspends the load to and from the center of the crane. The crane operator either sits in a cab at the top of the tower or controls the crane by radio remote control from the ground. In the first case the operators cab is most usually located at the top of the tower attached to the turntable, but can be mounted on the jib, or partway down the tower. The lifting hook is operated by the crane operator using electric motors to manipulate wire rope cables through a system of sheaves. The hook is located on the long horizontal arm to lift the load which also contains its motor. The rigger or dogger directs the schedule of lifts for the crane, and is responsible for the safety of the rigging and loads. There are many types of tower cranes. Although they are different in type, the main parts are the same, as follows. It is made of steel trussed sections that are connected together during installation. This is the engine that enables the crane to rotate. It contains the operating controls, load movement indicator system LMI, scale, anemometer, etc. Many tower cranes have transmissions with two or more speeds. It is suspended from the hoist rope either at the tip, for luffing jib cranes, or in the hoist rope belly underneath the trolley for hammerhead cranes.

Similar to a mobile crane, a tower crane may lift an object of far greater mass closer to its center of rotation than at its maximum radius. An operator manipulates several levers and pedals to control each function of the crane. Self-erecting tower cranes are transported as a single unit and can be assembled by a qualified technician without the assistance of a larger mobile crane. They are bottom slewing cranes that stand on outriggers, have no counter jib, have their counterweights and ballast at the base of the mast, cannot climb themselves, have a reduced capacity compared to standard tower cranes, and seldom have an operators cabin. This is how it can grow to nearly any height needed to build the tallest skyscrapers when tied to a building as the building rises. A hydraulic cylinder or other powered mechanism extends or retracts the tubes to increase or decrease the total length of the boom. These types of booms are often used for short term construction projects, rescue jobs, lifting boats in and out of the water, etc. The relative compactness of telescopic booms makes them adaptable for many mobile applications. Some telescopic tower cranes also have a telescopic jib. Such horizontal movement of the load is a marked feature of later crane design. These cranes are generally constructed in large sizes and can weigh up to 350 tons. The ability of the hammerhead crane to lift heavy weights was useful for installing large pieces of battleships such as armour plate and gun barrels. Giant cantilever cranes were also installed in naval shipyards in Japan and in the United States. The British government also installed a giant cantilever crane at the Singapore Naval Base 1938 and later a copy of the crane was installed at Garden Island Naval Dockyard in Sydney 1951. These cranes provided repair support for the battle fleet operating far from Great Britain. Normally a crane with a hinged jib will tend to have its hook also move up and down as the jib moves or luffs .



A level luffing crane is a crane of this common design, but with an extra mechanism to keep the hook level when luffing. The hoist is operated via a wired pushbutton station to move system and the load in any direction. Often it is in a long factory building and runs along rails along the buildings two long walls. It is similar to a gantry crane. Overhead cranes typically consist of either a single beam or a double beam construction. These can be built using typical steel beams or a more complex box girder type. Pictured on the right is a single bridge box girder crane with the hoist and system operated with a control pendant. Double girder bridge are more typical when needing heavier capacity systems from 10 tons and above. The advantage of the box girder type configuration results in a system that has a lower deadweight yet a stronger overall system integrity. Also included would be a hoist to lift the items, the bridge, which spans the area covered by the crane, and a trolley to move along the bridge. At every step of the manufacturing process, until it leaves a factory as a finished product, steel is handled by an overhead crane. Raw materials are poured into a furnace by crane, hot steel is stored for cooling by an overhead crane, the finished coils are lifted and loaded onto trucks and trains by overhead crane, and the fabricator or stamper uses an overhead crane to handle the steel in his factory. The automobile industry uses overhead cranes for handling of raw materials. Smaller workstation cranes handle lighter loads in a workarea, such as CNC mill or saw. The bridge cranes are used in the initial construction of paper machines because they facilitate installation of the heavy cast iron paper drying drums and other massive equipment, some weighing as much as 70 tons. The crane frame is supported on a gantry system with equalized beams and wheels that run on the gantry rail, usually perpendicular to the trolley travel direction.

These cranes come in all sizes, and some can move very heavy loads, particularly the extremely large examples used in shipyards or industrial installations. Most are dieselhydraulic or electrichydraulic. A jib crane is a type of crane where a horizontal member jib or boom, supporting a moveable hoist, is fixed to a wall or to a floormounted pillar. Jib cranes are used in industrial premises and on military vehicles. The jib may swing through an arc, to give additional lateral movement, or be fixed. Similar cranes, often known simply as hoists, were fitted on the top floor of warehouse buildings to enable goods to be lifted to all floors. They are used for bulk cargoes, such as coal, minerals, scrap metal etc. The numerous jointed sections can be folded into a small space when the crane is not in use. One or more of the sections may be telescopic. Often the crane will have a degree of automation and be able to unload or stow itself without an operators instruction. This chassis can ride on the trailer. Because the crane can move on the trailer, it can be a light crane, so the trailer is allowed to transport more goods. The crane moves on a track in an aisle of the warehouse. The fork can be raised or lowered to any of the levels of a storage rack and can be extended into the rack to store and retrieve product. The product can in some cases be as large as an automobile. Stacker cranes are often used in the large freezer warehouses of frozen food manufacturers. This automation avoids requiring forklift drivers to work in below freezing temperatures every day. As such, a lifting machine that does not use cables, or else provides only vertical and not horizontal movement, cannot strictly be called a crane. Archived from the original on 14 December 2019. Retrieved 1 August 2019. The earliest recorded version or concept of a crane was called a Shaduf and used over 4,000 years by the Egyptians to transport water. The Rosen Publishing Group. p. 27. ISBN 9781404205604.

Sandhill Press Ltd. ISBN 0946098239. Retrieved 3 June 2011. By using this site, you agree to the Terms of Use and Privacy Policy. Supportive outriggers mean lifting can be carried out on any site. Based on the MC series but with the advantage of a hydraulic luffing jib to provide lifting duties over obstacles. Pick and Carry capacities further improve job efficiency. New Crawler Crane CC1908S1 8.1t x 2.8m has been released. For indoor work, the Maeda Spider Crane is becoming more and more popular as the electric motor allows work to be completed without gas emissions in confined areas. With their compact body and small tail swing, these versatile cranes are mainly used in confined construction work sites and civil engineering work sites. Maeda has been creating products

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