Method

HIAB

Method No. 25

A magazine featuring the HIAB Method and its applications

Contents

HIAB METHOD No. 25

A magazine featuring the HIAB Method and its applications, published by HIAB-FOCO AB, Hudiksvall, Sweden.

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Cover

Pre-cast concrete units for agricultural buildings being erected by a HIAB 950 in England.

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25 Issues of "Method"

This issue of "Method" is the twenty-fifth. A milepost of sorts. But we won't indulge in any major reminiscences. We'll content ourselves with the observation that in the editorial offices we receive many tokens of ever growing interest on the part of our readers. It's evident when we talk with loader owners out in the field and it's evident from the growing influx of contributions to our pages. It flows, of course, from the steadily increasing attention which the HIAB Method is attracting worldwide.

What Do Our Readers Think?

Now that we've been producing "Method" for nearly ten years we think it's about time we tried to get an overall idea of how our readers like it. Unfortunately we can't take that question straight to the more than 100,000 recipients of the magazine. But we've taken a short cut and asked all subsidiary companies, distributors and representatives to let us have their impressions as to what readers think of "Method".

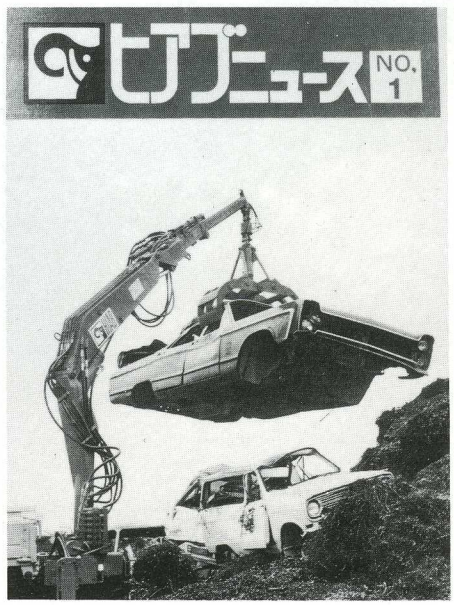
The answers have been pouring in from all over the world, in quantity and in detail, and we haven't yet had time to go through them all. Already, however, we can see that many of the impressions that emerge from these answers check with our own views in the "Method" editorial offices. Certain areas in which the HIAB Method is used are over-represented, while others possessing great interest have been getting inadequate attention. There has not been time for these findings to have their effect on this issue, but in coming numbers we shall do all in our power to accommodate readers' preferences.

New Type Face

But there is one change you'll notice in this issue. We're using a new type face. It's called "Helvetica", and it's identical with the type face used in the rest of HIAB-FOCO's printed information. Moreover, all the letterpress is film-set, which is the best and most up-to-date way of setting magazines printed on offset machines like "Method". We're hoping readers will find the resulting text clear and readily legible.

New "Method"

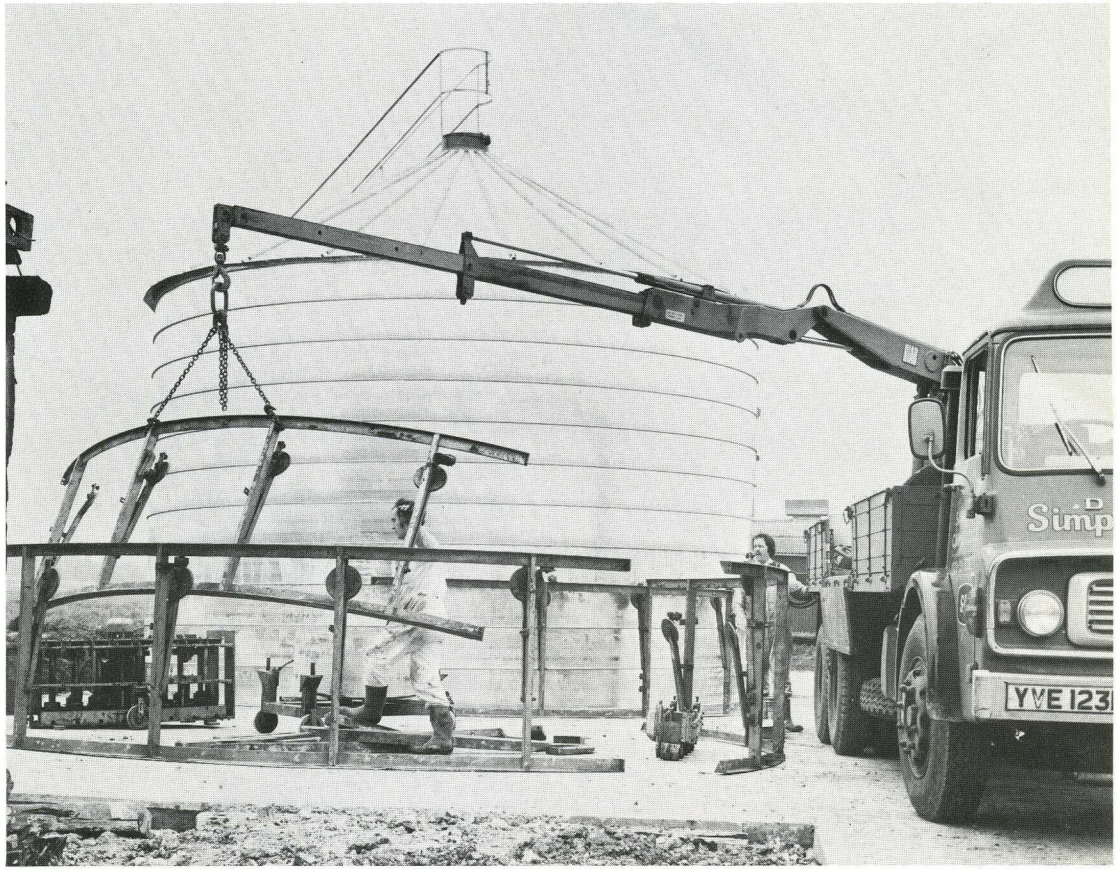
The picture here shows a cover that's. . . well, different. It's on the first issue of a special "Method" magazine for the Japanese market, produced in its entirety by HIAB-FOCO's subsidiary there. If we're to judge by the illustrations - for the meaning of the Japanese text rather escapes us - then scrap-handling and the grapple-loading of roundwood are the two main themes of this maiden issue. The HIAB Method has scored great successes in Japan and we feel



convinced that the new magazine will prove an effective channel for making the many advantages of the method still more widely known.

Hydraulic Components

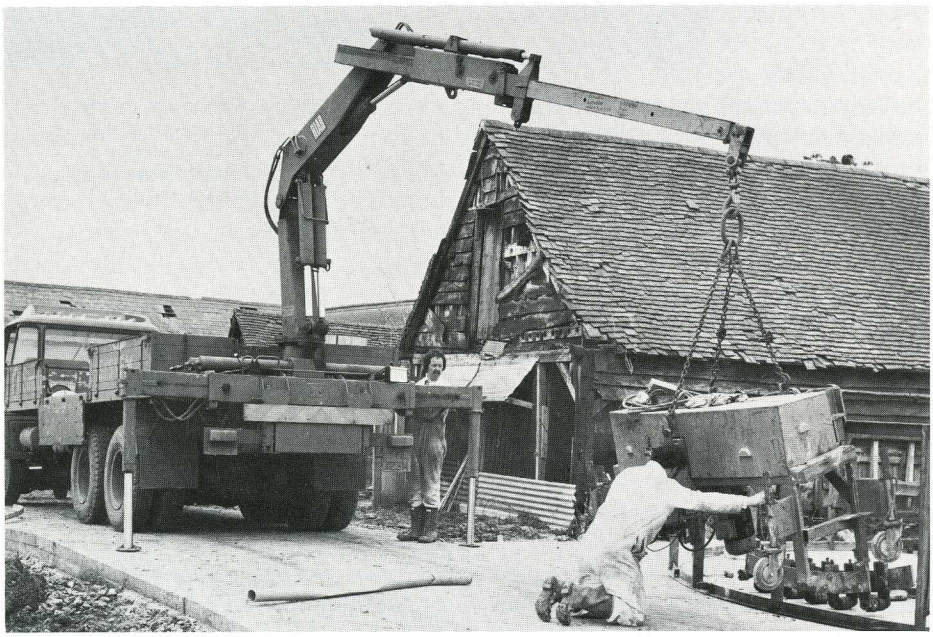
The 24 issues of "Method" that have appeared so far have been almost exclusively devoted to the HIAB Method and HIAB loaders. This one contains a new element, even if we don't intend to stray very far from our usual beat. One section of the magazine does not deal with HIAB loaders but is concerned instead with the technology and the long experience on which the solid reputation of these loaders is founded. The hydraulic cylinders and some of the other items that go into HIAB loader designs, together with single-acting telescopic cylinders, are marketed by a department of the Company known as Hydraulic Components. Through this outlet, HIAB-FOCO's considerable technical resources and hydraulic know-how are made available to other users. We think it's in place to tell readers something about this side of HIAB-FOCO's operations and about some of the firms that benefit from it.



The circular erection frame is transported in sections which are lifted into place by the HIAB loader.

Silos Growing Like Mushrooms

A new technique for the quick and efficient erection of farm silos is being employed by the firm of Simplex, of Cambridge in England. And like many other quick and efficient ways of doing things it features the HIAB Method. With the aid of a HIAB 950, rear-mounted on a six-wheel truck, two men can put up a round silo a good 7 metres in diameter within one working day. So it's no exaggeration when Mr. C.F. Lander, the head of Simplex, speaks of "silos springing like mushrooms".



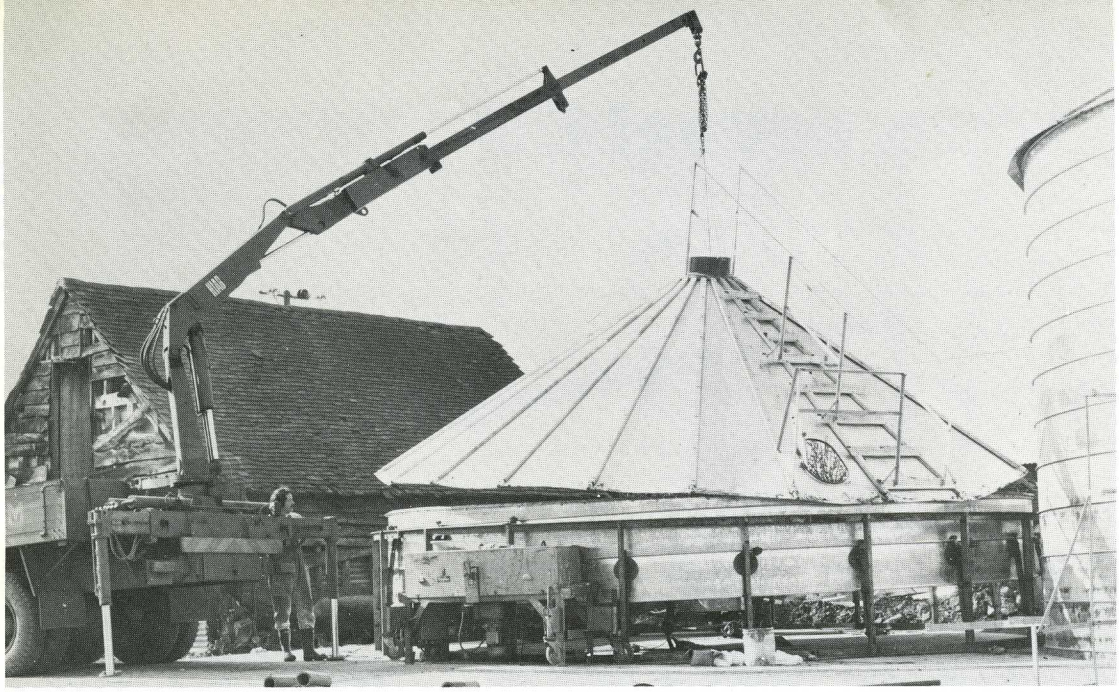
Then it's the turn of the "lipping" machine, which folds and lockseams the strip into a spiral to form the wall of the silo.

And it's not only in the matter of speed that Simplex silos grow like mushrooms, since they're built of a broad strip of galvanised steel that is curved into a spiral and forms the wall of the silo. As turn after turn is added at the bottom the structure rises from the ground to the desired height - anything up to 18 metres.

The HIAB Unloader

The work begins with the assembly of a circular erection frame on the concrete foundation slab, which has been poured in advance. The frame is carried by the truck in sections, and is positioned by the HIAB. Then a special "lipping" machine goes into place - again handled by the loader, which follows up by lifting the heavy coils of galvanised strip off the truck.

After that, the mushrooming can begin. One end of a coil of strip is fed into the machine, which forms a fold along both edges and puts a curvature on the sheet metal so that it follows the line of the erection frame. Rollers on the frame guide the upper edge of the strip so that it climbs in a slow helix. When the end has completed one circuit and returned to the machine the fold on its lower edge is lockseamed together with the



When the shell reaches a height of six feet or so, the loader puts on the roof, which weighs about a ton.

fold on the upper edge of the next turn. The double-folded joint - a patented arrangement - is completely waterproof and also serves as a stiffening rib to brace up the side wall.

Six Metres a Minute

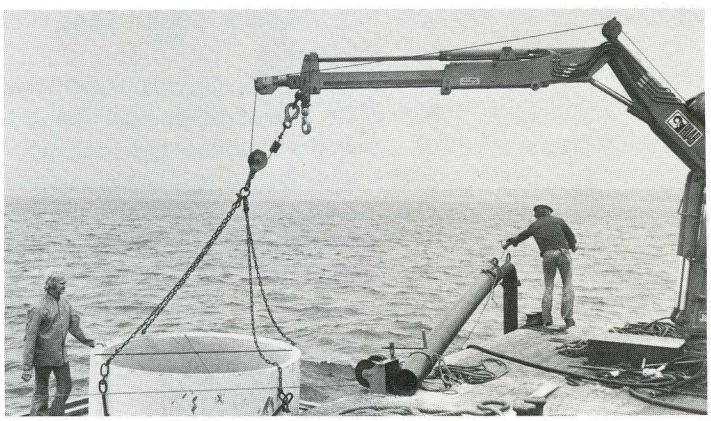
When the shell has reached a height of about six feet the upper edge is levelled off so as to provide a horizontal footing for the roof, which consists of 24 segments of galvanised steel sheet and weighs about a ton. It is lifted into position by the HIAB loader and secured to the wall. After that the machine continues "winding up" the silo, turn after turn. The strip is fed through at a rate of 6 metres a minute until the silo has reached the desired height. Then the bottom edge is levelled off and the machine is run in reverse to lower the silo so that it can be fixed to the foundation slab.

The erection time depends on the height of the silo, but two men can usually complete the job in a working day. Their only handling aid is the HIAB loader, which also serves to load the equipment onto the truck at the Simplex depot. ■ 1

HIAB 950 Provides Service in Depth

In a large port like Luleå there are always plenty of service and maintenance jobs to be done out in the roads and along the wharves. Beacons and buoys have to be checked over. Mooring-posts have to be set out in the small-boat harbours. Lost items have to be recovered from the sea-bed and so on. Some time back, the port authorities decided to adopt a rational means for dealing with many of these tasks: the HIAB Method. They installed a HIAB 950 on a barge, complete with a winch and a cab.

But now it seems like they'll have to go back to the old method of tackling all the odd jobs - or else get themselves another HIAB-equipped craft. Because the HIAB loader on the barge has been appropriated for long-term work on the new coal wharf that is being built in the docks. It serves as assistant to a team of divers working on the foundations of the wharf. The depth alongside is about 16 metres, and the wharf rests on columns which are built up of concrete rings. The rings are ferried out to the working site on a raft, and one of the HIAB's jobs is to lift them off the raft and lower them to the divers. Any other equipment needed by the divers for their labours in the depths is likewise handled by the loader. Work on the coal wharf is expected to go on for about a year.



A concrete ring is ferried out to the working site on a raft and hooked to the loader. . .

. . .and is soon on its way down to the diver, 16 metres beneath the surface.

A number of floating rigs are engaged in the recovery of "sinkers" from the bed of the estuary outside Piteå. The workers on the pontoon in the foreground are sitting in the comfort and shelter of their cabs.

More Timber, Fewer Tumbles

One consequence of the soaring prices of wood has been to raise the economic status of all those sunken logs and bits of pulpwood that litter the beds of old floatways and storage ponds. Once it just wasn't worth bothering about, although sometimes the mills had to spend a lot of money fishing it up so that their timber intakes wouldn't be completely choked by it. But now it's been transformed into a valuable reserve of raw material that has to be exploited. The recovery of "sinkers" has become a lucrative business and there is keen interest in new ways and means.

Yngve Berggren has evolved a new rig which is now at work outside the state-owned sulphate mill at Piteå. It has been found to offer substantial advantages in many ways, and it's scarcely surprising that the HIAB Method has been cast in a central role.

Bottom Flushing

The rig consists of a pontoon, an excavator and a HIAB 970. To convert the old pontoon for its new job a hole measuring 1x8 metres was cut along the middle of its bottom. The timber that is brought up from the sea-bed is placed on girders over the hole and rinsed off with water, so that silt, mud and trash that have come up with it are sluiced back through the hole. The excavator, positioned at one corner of the pontoon, fishes the timber out of the water using a special grapple with four toothed claws. In the diametrically opposite corner stands the HIAB, equipped with roundwood grapple and rotator. It lines up the timber that comes cascading from the grapple of the excavator and then transfers it to a ferry barge which is tied up alongside the pontoon and is towed ashore when fully loaded. The rig is crewed by two men.

This arrangement has striking advantages over other similar rigs that are operating in the area, and to a large extent they're due to the HIAB Method. The old rigs dump the timber straight onto the ferry barge. The drawbacks are that silt and trash also get onto the ferry and that the grapple used for raising the timber is usually of the polygrip type. This type is better than a roundwood grapple at getting a grip on the jumbled timber on the sea-bed, but when the timber goes onto the ferry barge it's still jumbled.

Big Risks

These rigs therefore require at least one and usually two men to stack the timber on the barge. Work on the deck of the barge, slippery with mud, is exhausting and hazardous, besides being exposed to the cold and the wind. For each load of timber that comes up the bargemen have to step aside, since the heavy, gooey logs can easily slip out of the grapple. So for every lift the excavator operator has to wait until the logs from the previous one have been reduced to order and the bargemen have got clear. This slows down the work and considerably reduces capacity - especially when the sinkers are thick on the bottom.

Yngve Berggren's method has great advantages even though the timber is handled twice. For one thing it requires only two men, both sitting out of the weather in their heated cabins. For another, full use can be made of the capacity of the excavator, since there are no personnel on the barge to watch out for. And the timber is automatically washed clean from mud and trash.

The hopper above the hole in the pontoon, where the excavator deposits the timber, is slightly vee-shaped. So most of the logs line themselves up the same way, and any that come askew are straightened out by the HIAB, which, since it has an ordinary roundwood grapple and rotator, can easily stack the wood in neat piles on the ferry barge.

Of course, the excavator in this rig could easily be replaced by a HIAB loader with a suitable grapple and boom extension, but Berggren is mainly occupied in the excavating business and had a suitable machine available, and his rig came to be designed accordingly. ■ 3

Delicacies from the shallow bed of the Arcachon basin are brought up by the HIAB Method. Soon they will be on the oyster-lover's plate.

The HIAB Method on the Menu

For those who look upon eating as one of the pleasures of life rather than as calorie replenishment and who take a glass to indulge their palates rather than to ward off dehydration, French cuisine and French wines are the twin sources of many a blissful hour. On such occasions they scarcely give a thought to HIAB loaders. And yet it would not be entirely out of place. In an earlier issue of "Method" we described how the vintners of Sainte-Foy use the HIAB Method to ease their labours. So HIAB may quite well have helped to put those enticing chateau names on your wine-list. But. . .the HIAB Method on the *menu*. . .?

Yes, indeed! - HIAB had a hand in that too, though you won't find it mentioned even in the fine print. But if you go for oysters, or select a dish featuring mushrooms, then it's quite possible that a HIAB loader helped at some point to speed those delicacies on their long journey to your plate.

New Method on the Beds

We''ll begin, appropriately enough, with the oysters. On the Atlantic coast of France, west of Bordeaux, lies the Arcachon basin, a shallow but extensive inlet of the sea. famed alike for its scenic beauty and for its superb oysters. Oyster culture plays a prominent role in the economy of the area, and for some years now it has been in the

This stable litter, destined to become fertile beds for delectable mushrooms, is being loaded by the HIAB Method.

throes of a major development. Working methods had long remained unchanged, but many oyster-culturists are now being forced to seek out new ways of rationalising production, cutting costs and reducing labour requirements.

Among them is M. Dupuch - who was the first to experiment with a loader mounted on one of his boats. He selected a HIAB 550, and it has made a first-class job of all the tasks allotted to it.

One of its main jobs is handling the net-covered boards on which the oysters are cultivated. The boards are stacked on pallets which are handled with a hydraulically operated pallet fork. This equipment is capable of loading and unloading 800 boards in two hours and fifteen minutes, without over-exertion, whereas formerly the same job involved many hours of hard labour.

1,700 Crates an Hour

Peak season for the oyster-culturists comes at sales time a few days before the New Year celebrations. Every minute is precious and they have to drive themselves to the utmost. In these hectic conditions it's a real boon to have a HIAB loader with which one man can handle 1,700 crates in 75 minutes.

M. Dupuch, always on the look-out for new technical solutions to his problems, also had the idea of applying the HIAB Method to yet another branch of the trade. The small variety of oysters known as "naissins" are grown on tiles which are ranged in special culture compartments on the bed. They are harvested in June. Right up to this year, M. Dupuch needed a labour force of 14 men to cope with this work, which can be done only at ebb tide. It was an awkward job, and it also involved sizable losses in the form of dropped naissins which the men had to try to retrieve by hand.

Success

This year they began using the HIAB on this operation as well, and it was a great success right from the start. 24 days proved enough to raise the tiles from 600 compartments, even though the work went on for only an hour a day with a team of four men. This means that they harvest 30 compartments an hour on the average. And the one-time losses have been practically eliminated.

After only one year in service the HIAB loader has become something of a maid-of-all-work, able to manage with ease all the manifold tasks assigned to it, including such things as pulling up stakes. M. Dupuch has every reason to feel pleased. He's got himself an efficient and versatile piece of equipment capable of achieving worthwhile savings and has evolved a method which reduces and lightens the manual labour and largely neutralises the tides as a complicating factor.

Quarrying Mushrooms

Then there was the other delicacy - mushrooms. The Bordeaux district is world-famed for its wines - but it has other assets besides. Among them are numerous old quarries that have supplied the stone for the very numerous chateaux and other notable buildings of the region.

In the area around Brannes, on the River Dordogne some distance east of Bordeaux, they've been using these abandoned quarries for the cultivation of mushrooms ever since the beginning of this century. A major operation of this kind, producing no less than 50 tons of mushrooms a month, is being run by M. and Mme. Dulou at Grézillac.

Naturally, with a business that has reached this scale, they give a lot of thought to ways of rationalising and mechanising to the utmost all the many

The compost mixture in the trench is ceaselessly worked over to achieve uniform consistency and to hasten decomposition. The loader is mounted on a gantry which can travel along the trench.

handling operations that are involved. And the HIAB Method has stood them in good stead.

The mushrooms are grown in a composted soil of which the most important constituent is stable litter, brought in by trucks equipped with HIAB 560s. The compost is stored in a 44-metre-long trench holding 550 cu. metres. The soil is enriched with nitrogenous material, and to hasten the process of decomposition and get the soil ready for use more quickly the contents of the trench must be constantly worked over and evenly mixed.

2,000 Cu. Metres a Week

This full-time job is done by a HIAB 970 mounted on a gantry spanning the trench and able to travel along it. The loader is equipped with a special grapple adapted to the purpose and the operator sits in a cab mounted on the body. Each week the HIAB handles some 2,000 cu. metres - which is four times the trench volume. Its oil supply comes from an electrically powered hydraulic pump.

M. Dulou chose the HIAB by virtue of its reliability. He needs a given quantity of material every day to put on his mushroom beds, and there must be no pause in the churning in the trench since it is crucial to his daily production. Thanks to its strength and the quality of its engineering the HIAB 970 makes light work of it all. ■ 4

The Right Method for Lightweight Concrete

Karl Ludvigsson, of Töreboda, Sweden, has specialised on erection work by the HIAB Method. He's previously owned both a 5-ton-metre loader and a HIAB 950, and just recently he moved up to the largest class by changing to a HIAB 1560 with a winch.

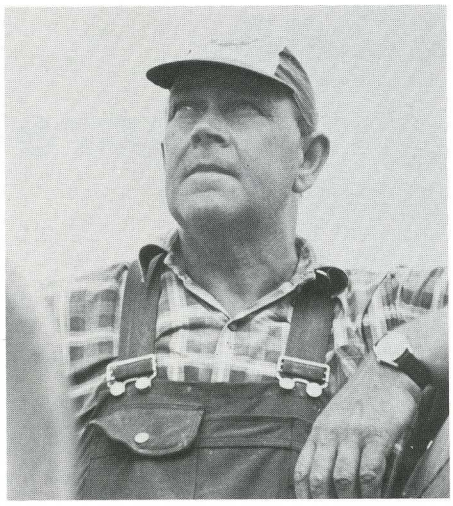
"Since we're putting up lightweight concrete most of the time it isn't the weight of the lift that counts," he says. "My previous loaders could manage most of the work easily. But this one gives me a much longer outreach, and that's important. We don't need to move the loader so often and we can stack the concrete units within a larger area when we offload them from the delivery trucks. Sometimes, too, we put up steel structures. That's when the big lifting capacity comes in useful, since the steel units are a good deal heavier than the 500 kg or so that the lightweight concrete units usually run to.

HIAB Method Builds up a Lead

Lightweight concrete units are often erected with a building crane or a mobile crane, but equipment of that type is poorly suited to the job in the opinion both of Karl Ludvigsson and of his two crewmates.

"Of course, such cranes have ample reach and lifting capacity. In fact they're overdimensioned for the job. And the price is correspondingly high. The HIAB equipment is far cheaper both in first cost and per hour.

"But even so, the cost is not the main thing. The essential point is that the HIAB might have been made to order for this class of work. It works faster and more flexibly and gives you firm control of the load at all times. You can raise and lower with the boom or with the



Karl Ludvigsson has specialised on lightweight concrete erection. First with a HIAB 950 and now with a HIAB 1560.

From a platform behind the cab the crane operator has a good view of the working area.

winch - or with both together. You can keep the load in hand so that it doesn't begin swinging and there's none of that swaying in the boom which is such a nuisance in working with an ordinary building crane. A swaying jib is liable to cause the rope to snatch just as the unit is being positioned, and that's the cause of many broken units even for a skilled operator."

A Good 50 Metres of Wall a Day

When "Method" called on Karl Ludvigsson he was working on a 9,000-sq.-metre building job for a furniture factory.

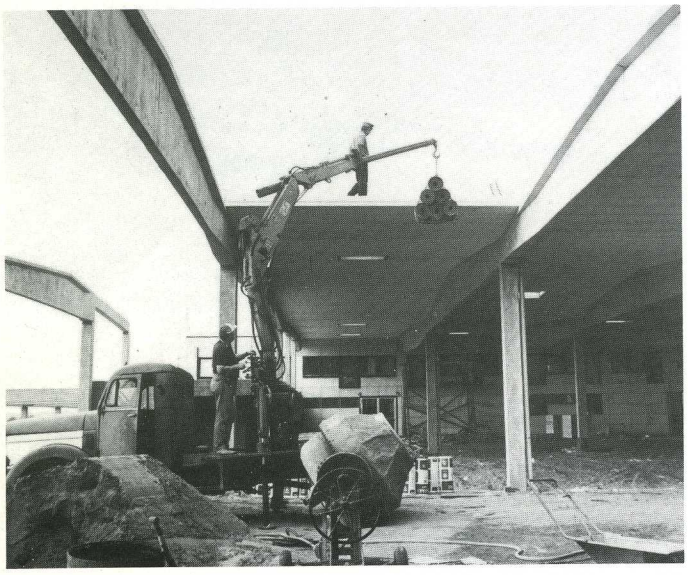
"We've only had a few odd units damaged," he tells us, "and that's the way it always is in erection work by the HIAB Method. With other equipment, breaking the concrete units is so common that it's almost taken for granted.

"And then there's the speed. With the HIAB, it's no trouble for me to position the units at the same pace as two men can fix them in the structure. And the loader can be moved so quickly that it hardly causes any interruption when I have to drive along the road a few yards. And thanks to the big reach I don't have to move so very many times a day.

"The exterior wall we're working on now is a 100-odd metres long and 6 metres high. We didn't get going on the erection until after an hour or so this morning, but I'm still counting on getting the whole wall finished by tomorrow evening."

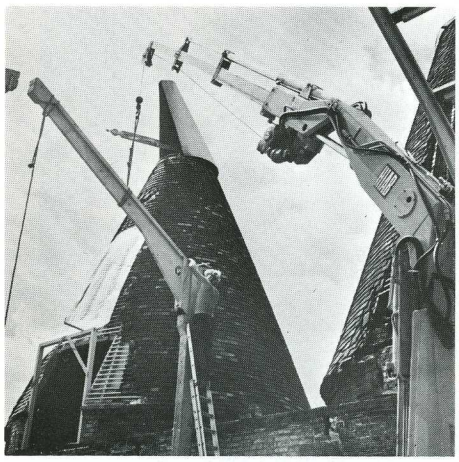
HIABs Only

The new furniture factory in Töreboda is being built entirely by the HIAB Method, to the extent that there is no other crane equipment on the site. On the day we called, Ludvigsson's HIAB 1560 was busy on the wall erection, and the builders had temporarily rented his old HIAB 550 from its new owner. One of its jobs was hoisting up all the reels of felt used to cover the roof. And an incoming load of concrete pipes was of course offloaded by the delivery truck's own HIAB 570. ■ 5



Karl Ludvigsson's old rig, equipped with a HIAB 550, is working on the same site, and is here seen lifting a load of roofing felt.

A load of concrete pipes at the site and is offloaded with the delivery truck's own HIAB. There is no building crane on the site.



In England Too. . .

Like Karl Ludvigsson (story opposite), Charcon Buildings Ltd. in England has specialised on pre-cast concrete units. The firm recently began using HIAB 950s with a winch in erecting its buildings, most of which are agricultural. The loaders are mounted on a short lorry chassis that can easily get about in the rough underwheel conditions on the building sites. These outfits make flexible and handy mobile cranes that are admirably suited to Charcon's type of erection work. The firm found that the HIAB Method was working out so well that it placed an order for another ten HIABs, and there's every sign that this will soon be doubled.

As these pictures show, the winch on the Charcon loaders has a non-standard mounting on the underside of the outer boom. This means that the loader can no longer be folded across the vehicle, but since the outfit is used solely as a mobile crane and never carries a load it does not need to have this facility. ■ 6

A Treat Before Treatment For Young Boltonians

For many people, in Britain and outside it, the name of Bolton, in Lancashire, carries the mind to a Division II soccer team. But for local folk there is another landmark that is just as familiar: two massive one-ton cast-iron elephants surmounting the gateposts at the entrance to a firm of timber merchants in the town. They were put there in 1863, but no one seems to know why - not even our press colleagues at the "Bolton Evening News", on which we have drawn for the facts of the case.

The two elephants, each surmounted by a castle, have become a familiar feature of the town and a particular favourite of the children. They're intrigued by the old story that the elephants are fed and change gateposts every New Year's Eve. But a year or so ago, disaster struck. A lorry hit one of the gateposts and toppled its elephant to the ground. And not long after the other one met the same fate.

Motherly Mutterings

It turned out that the elephants meant more to the Boltonians than might have been suspected. The timber merchants began getting complaints from mothers who had long been in the habit of promising their children a good look at the elephants to cheer them up when they were on their way to the nearby hospital.

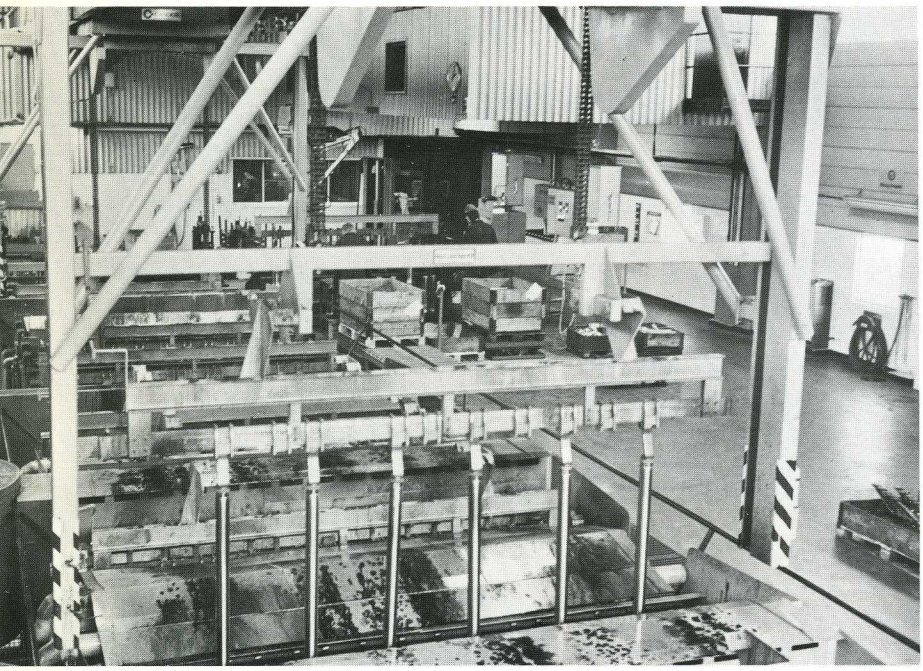
"We've always had lots of kids here to gaze at the elephants," says Mr. Edward Hughes, works foremen of the timber firm. "I remember my mother promising me a view of them when I had to go to the hospital years ago."

Pre-dating the Borough Arms

An elephant surmounted by a castle is part of the Bolton coat of arms. Does this explain the elephants on the gateposts? Hardly! - they were placed there, by a Mr. T.R. Bridson, 27 years before the borough adopted the elephant as its civic device.

The elephants were put back on show, much to the consolation of Bolton's hospital-bound children, by a HIAB 500 - itself the descendant of "Elephants". This particular loader is owned by Shannon Engineering Services Ltd., which runs a fleet of ten trucks, most of them fitted with HIABs. Whenever they are not lifting elephants about they keep busy moving machinery, erecting street lighting and doing a variety of other loader jobs.

When the elephants were knocked from the plinths where they had stood for more than a century they were sadly missed. They were returned to their proper places by the HIAB Method.



The new hard-plating plant at HIAB-FOCO in Skellefteå is the most advanced in Europe.

The polishing of the chromium plating is an important part of the surface treatment.

Resources and Quality

HIAB-FOCO has been working with hydraulic designs for close on three decades, so that in this field it has more experience than most. A large proportion of the hydraulic components that go into the firm's products are made at a department of HIAB-FOCO's facilities in Skellefteå. At this point the firm has concentrated all the experience, know-how and resources that have been accumulated over the course of the years by the various firms that have been absorbed into the HIAB Group.

OY Nummela AB, of Turku, Finland, manufactures SKY-LIFT platforms, used by fire brigades, industrial undertakings, municipal works departments and so on. Some of the cylinders that go into the SKY-LIFT are made by HIAB-FOCO.

Self-evidently, the hydraulics are of the utmost importance in a hydraulic loader, and HIAB-FOCO has staked heavily on evolving hydraulic components which will measure up to the high standards demanded by the firm as well as by its customers and which have helped to raise HIAB loaders to the dominant position they now enjoy on markets the world over. The hydraulic cylinders are among the most important components in HIAB loaders and in many other hydraulically operated items of equipment. But they're also a component that poses a lot of problems in manufacture. Surface treatment, in particular, has a vital bearing on the quality of a cylinder, and this is a field in which HIAB-FOCO has come a long way. By precision turning, roller-burnishing, hard-plating with chromium and polishing, the firm achieves a surface of a fineness and durability that can meet the exacting specifications.

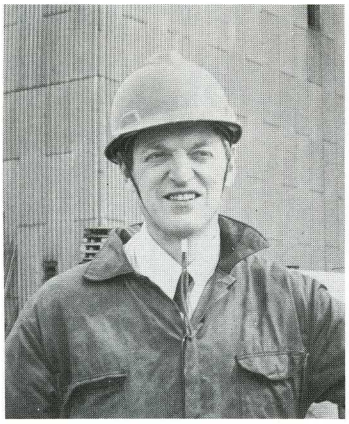
But HIAB-FOCO and its customers are not the only ones who get the benefit of the firm's know-how and resources. HIAB-FOCO supplies hydraulic components, mainly hydraulic cylinders, to numerous manufacturers of other equipment whose standards of quality and performance are every bit as strict. "Method" has visited some of them and asked about the reasons for selecting HIAB-FOCO as their supplier of hydraulic components.

A Good Tip for Miners

The Mining Transportation Co. AB, of Kiruna, Sweden, has worked out a system of underground haulage that does not employ railborne vehicles. Instead, the firm uses large trucks, the biggest of them with a payload of up to 70 tons, for "mucking-out" ore and rock. The system has proved a great success, and the firm's "Kiruna" trucks are now being sold not only to the State-owned mines at Kiruna itself but around the world as far afield as Australia.

"Our trucks have a really rough time as a matter of routine," says Lars Landeborg of the firm's engineering staff. "So we have to set very high standards for our sub-contractors as regards both quality and performance. We picked HIAB-FOCO to supply our tipper cyl-

"No other supplier could give us the material quality we wanted," says Lars Landeborg. The Model K-500 Kiruna Truck takes a payload of up to 70 tons. The load is tipped with a HIAB-FOCO cylinder.



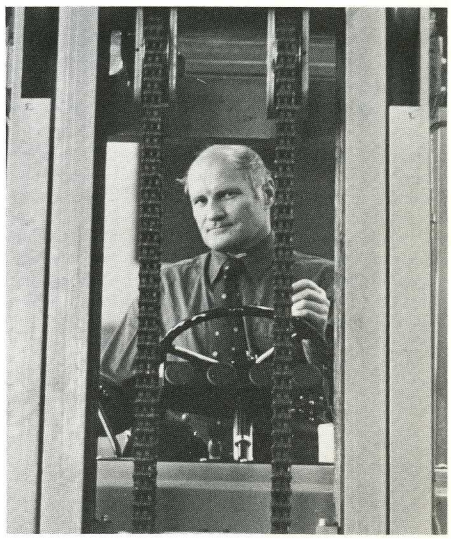
inders because no other manufacturer was able to offer material of the quality we wanted. Moreover, HIAB-FOCO cylinders had the kind of performance our designers were looking for, and in conjunction with HIAB-FOCO we've worked out a module system for our cylinders which simplifies our orders and gives us quicker deliveries. That almost completely relieves us of the need to keep tipper cylinders in stock.

Fork Lifting by HIAB-FOCO

ASEA's plant in Härnösand, Sweden, makes fork lift trucks and conveyor ways. HIAB-FOCO cylinders are used in the firm's trucks, both for the main function of lifting the load and also for tilting the mast. The steering cylinders, too, are made by HIAB-FOCO.

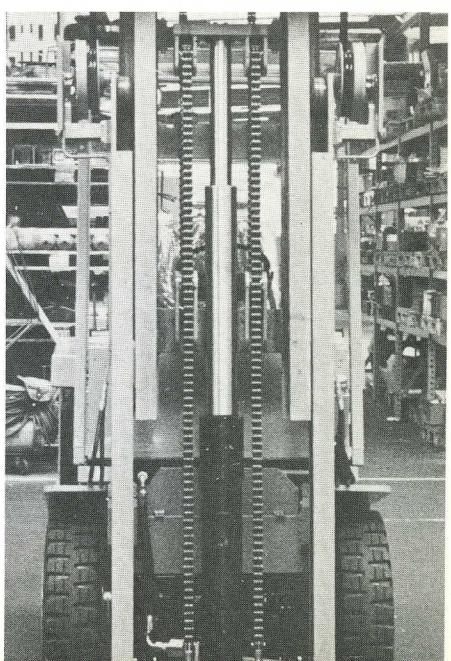
"We used to make our own hydraulic cylinders," says Bengt Peterson, an ASEA engineer, "but we came to the conclusion that it ought to be cheaper to buy them from a volume producer, which was why we went to HIAB-FOCO, which has a rock-solid reputation for quality. You might say, then, that our prime motive was price. But we also demand very high quality standards. Our trucks often work in surroundings where oil leakage just mustn't happen. So the sealing and surface finish of the cylinders are very important.

"Performance is important too. A fork lift truck has to take up a minimum of space. So we have to build our trucks very compact, using components that can give us the performance we want in a small compass. In designing its latest series of trucks one of ASEA's objectives was outstanding visibility for the driver, especially ahead during loading and travelling under load. This meant that in the retracted position the lifting cylinders had to be so low that they would not encroach upon the driver's field of view." ■ 7



Bengt Peterson demonstrates the clear view over the lifting cylinder from the driver's seat.

The HIAB-FOCO cylinder being installed in the lifting mast (below left) and at full stretch in the finished truck (below).

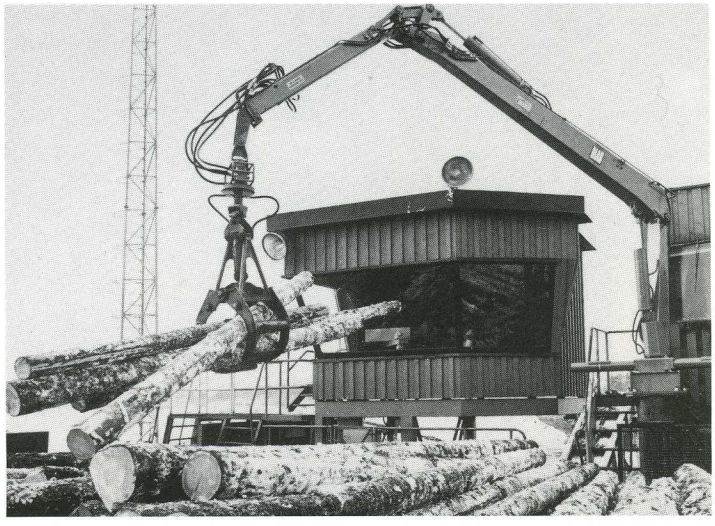


Method Hoists

Time Saving 90%

The Seiwa Mill Company Ltd. is one of the largest undertakings in Japan's forest-based industry. It recently put HIAB 670s into service on the six-tonners used for hauling its raw material. An outfit like this takes 16 cu. metres of 2-metre pulpwood, and the HIAB has brought about savings at the loading stage that are amazing, even if they're far from rare in such contexts. Using the HIAB Method, the driver can pick up a load unaided in 40 minutes. With the wire-rope cranes formerly used the same job took four men 100 minutes. So in terms of man-hours the loading time has been cut to one-tenth. ■ 8

Three-shift Log-turning



The Håstaholmen Sawmill near Hudiksvall is one of the largest in Sweden, producing some 160,000 cu. metres of sawn timber a year. An output like that requires some two million logs, and the HIAB Method plays an important part in handling them at the point of input. A HIAB 670 with a full-circle rotator, on a stationary mounting, reverses any logs that are the wrong way round so that thay all enter the mill with the right end first. Operated from a cab next to the infeed table, the loader works three shifts a day. A tough job demanding a lot in the way of durability and reliability - but that's what the HIAB 670 is designed for. ■ 9

Heavy Transformers

This Fiat truck, with its rear-mounted HIAB 950, was ordered by the Italian national power utility, ENEL, which will use it for such jobs as handling transformers and concrete transmission poles. For optimum stability in such heavy lifts the truck has extra support legs behind the cab and double extensible support legs on the loader. ■ 10

HIAB Hire Haulage

Parks of Christchurch, New Zealand, rents out trucks complete with drivers, and has equipped three of them with HIAB 950s, of which two are rear-mounted. Another two loaders, HIAB 1560s, are on order for larger units in the firm's fleet.

For the French Army

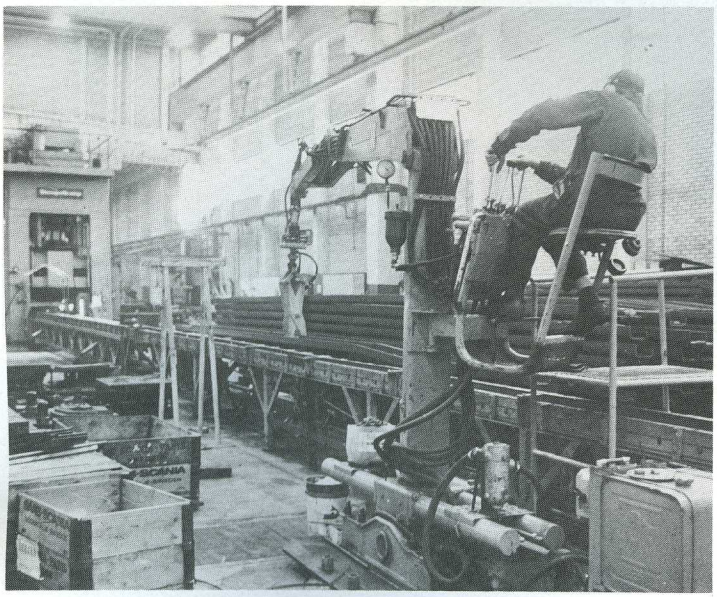
So far, HIAB-FOCO has supplied the French Army with several hundred HIAB 550 loaders. This picture shows some twenty of them, mounted on Berliet cross-country six-wheelers and drawn up in a neat echelon to be photographed.

1,000th HIAB to Hongkong

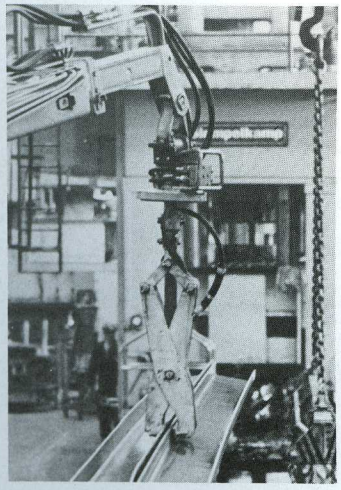
Five happy faces at Ekman & Co. in Hongkong. (L. to r.:) Mr. Yip Cheung, Mr. C.F. von Sydow, the recipient of the 1,000th HIAB Mr. Cheung Hai Choi, Mr. J. Barås and Mr. R.G. Wood.

When Mr. Cheung Hai Choi, of Macao, recently bought a HIAB 245 from the HIAB-FOCO agent in Hongkong, Ekman & Co., Ltd., he got an extra loader free. Selling two loaders for the price of one is a somewhat unusual sales policy, not always followed by Ekman. In point of fact this was the first deal of the kind, and it was put through to celebrate the fact that it brought Ekman's sales of HIAB loaders to an even thousand units. The first was sold about ten years ago, but the great bulk of the business has been done in the last five years. "Method" congratulates Ekman on its success and Mr. Choi on his extra loader.

Frame-up at Saab-Scania

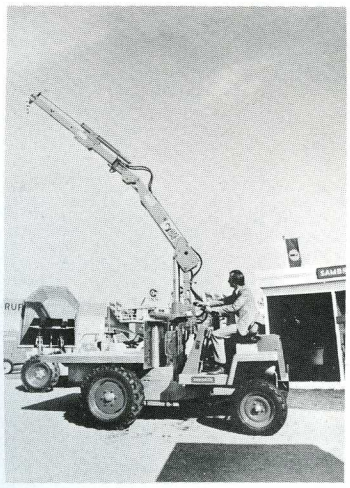


The products of Saab-Scania's plant in Luleå include frame side-members for Scania trucks. As they emerge newly formed from the firm's powerful hydraulic press the oily steel beams pose a handling problem that has now been solved by the HIAB Method. Installed next to the roller way that forms the press run-out table is a HIAB 670 with a rotator and a special tong grapple that lifts the beams in pairs by clamping onto adjacent flanges.



Expomat 1974

On show at the Expomat 1974 exhibition in Paris were these two trucks of the Sambron brand, which have been made even more serviceable by equipping them with HIAB loaders, the smaller one with a HIAB 245 and the larger with a HIAB 550 and support legs.



One of the sights of Hongkong's famed floating market is this junk, mounting a HIAB 550, and marking a new breakthrough for modern handling by the HIAB Method.