



# Method

HIAB

Method No. 36

A magazine featuring the HIAB Method and its applications



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#### Cover picture

A HIAB 650 engaged in servicing work on the Council water mains in the heart of London, with Big Ben as part of the backdrop.

#### HIAB METHOD No. 36

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## "Method" Goes Into the Eighties

As "Method" No. 36 goes to the press it is rather more than fifteen years since the first issue came out. Fifteen years is a long time, but even so we don't view it as a milestone worth making any great fuss about. We're also aware that more than a year has passed since we brought out "Method" No. 35. That too is a long time, and the lengthy interval may call for a comment.

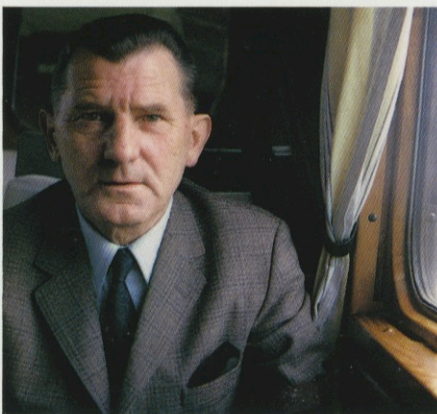
The root cause of that year-long break is to be found in the acquisition of Jonsered's crane division by the HIAB-FOCO Group. The take-over was accompanied by sweeping changes in the Group's organisation, and while they were being put through the future function of the magazine was under review. Now that the new organisation has been fully implemented the role of the magazine has also been clarified. By and large it will carry on as before, but with the difference that the application of the HIAB Method in forestry,

which was a prominent feature in some of the earlier numbers, will not be dealt with in "Method" from now on. This is a consequence of the new Group organisation, under which the entire forestry programme and all loader models intended for forestry work have been turned over to the Jonsered Division, while "Method" will henceforth confine itself to the activities of the HIAB Division.

The public sector is expanding vigorously, in other countries as well as in Sweden, and the contents of this issue are in large measure devoted to the use of the HIAB Method in the work of local authorities — at power utilities, by fire brigades, in street cleaning, in the disposal of refuse and so on. There are already a large number of HIAB cranes at work in this sector, and to judge by the results now presented it's a safe bet that they'll be joined by a great many more as time goes on.

## A Full-time Pensioner

Ever since "Method" was started, fifteen years ago, the name of Augustus



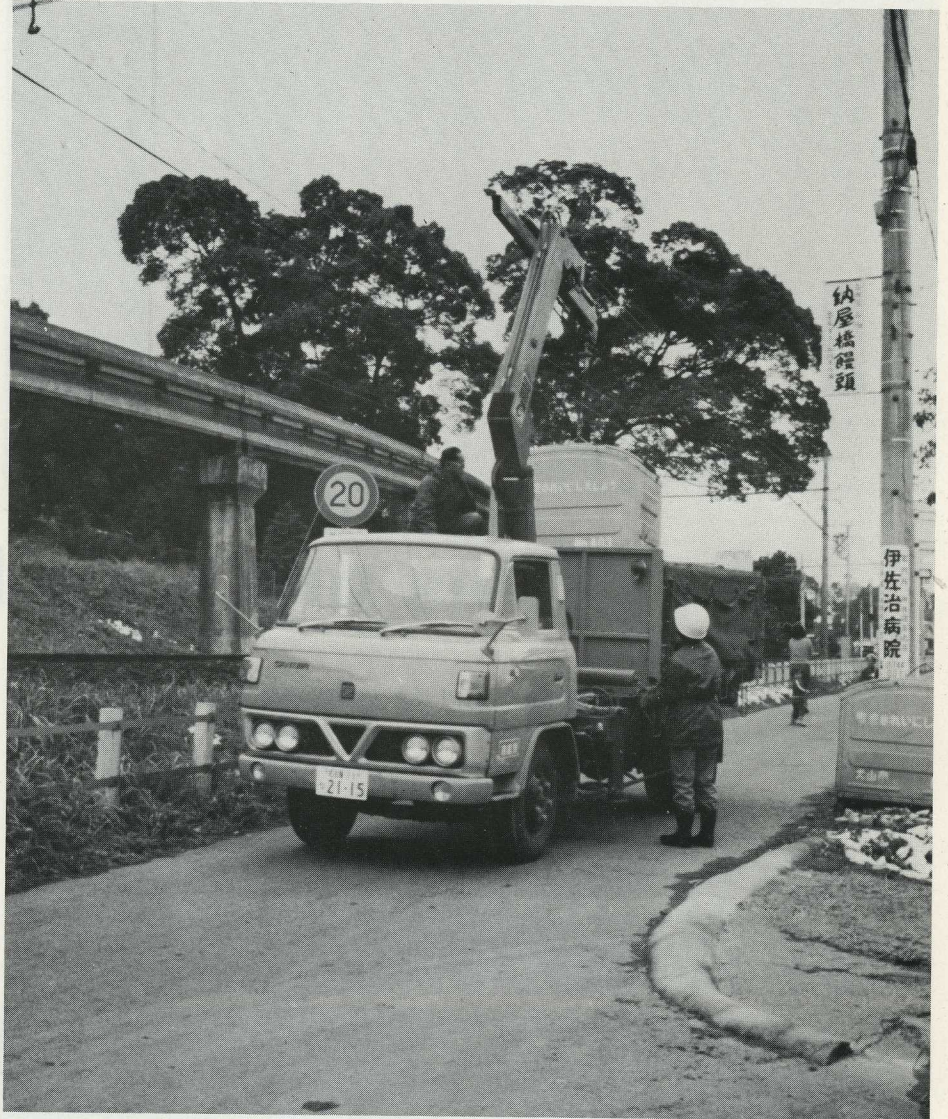
Adlers — "Gusta" — has been linked with the magazine. His association with HIAB as such goes back to 1959, when he joined the firm as its advertising manager. In recent years Gusta has handled the "Method" assignment as a part-time retiree — a conscientious and diligent editor who has garnered material from pretty well every corner of the earth. Now, with his 73rd birthday behind him, Gusta has gone over to full-time retirement. He leaves us with the thanks of the editorial staff for a fine job of work over the years — we shall miss his name in the credits column.

# HIAB 345 Accepts Refuse in Japan

A common method of dealing with household refuse in Japan is to position good-sized bins out and about in the residential areas. Each bin is sufficient to take the refuse from 10-15 households and is emptied two or three times a week by the local council or by a contractor. Since these bins are often sited in narrow streets and lanes it is common practice to do the job with two-tonne tippers, and increasing numbers of these vehicles are handling the bins by the HIAB Method.

The bins have a bail on top by which they are lifted either with the crane hook or using a short wire rope. When the bin has been swung in over the truck body the bottom opens to let the refuse fall out. The crane most widely used in this service is the HIAB 345 A. Among the reasons for this choice are:

- The crane takes up little room when parked, which is an advantage in negotiating narrow roads and particularly at the time of the dumping operation.
- Speed of operation
- Reduced accident risks in handling the bins — there is less swing when bins can be directly lifted by the crane hook.



Narrow thoroughfares call for a small and manoeuvrable truck with a lightweight, flexible crane — a HIAB 345 A.

# Emergency Truck in the Hague with HIAB 965



The authorities in The Hague, Holland, have equipped the city's fire brigade with an emergency and rescue truck which has a HIAB 965 A as one of its foremost aids. The crane is equipped with a one-tonne HIAB winch, besides which there is a three-tonne winch built onto the chassis. A lift for towing wrecked or illegally parked cars is also included in the full range of equipment. Four outrigger support legs steady the outfit during heavy lifts.

An emergency truck needs a powerful crane. In The Hague they chose the HIAB 965 A.



In Berlin the waste-glass containers are handled by a HIAB 850 AW, controlled from a platform at the crane base.

## “Old Bottles are Raw Material”

Glass is an important raw material, and the realisation is steadily spreading that non-returnable bottles are far too valuable to end up on a rubbish dump. In many places, therefore, ways and means are being tried out for collecting empty bottles and other waste glass for recycling. But taking charge of discarded glass is a job that has its problems.

When the container has been swung in over the deck a catch is released so that the bottom opens and the glass drops out.



First there's the difficulty of separating the glass from other refuse, and if you've solved that one there's the hazard of cuts and splinter injuries for the workers who have to deal with the waste glass. In other words: you have a handling problem! In such cases the HIAB Method for the most part affords a neat solution, and waste glass is no exception.

In Berlin, the firm of GRB (Glas-Recycling) has stationed 549 containers for empty bottles throughout the city. The public separates coloured and colourless bottles by sorting them into separate compartments. The glass that is collected in the containers is gathered in by three Mercedes-Benz trucks — all equipped with HIAB loaders. One of the trucks is an MB 1626 S mounting a HIAB 850 K, while the other two are MB 2226's each mounting a HIAB 850 AW. In all three cases the crane is operated from a platform on the truck where the driver has a clear view both of the truck platform and of the ground next to the truck.

The lifting hook of the loader engages an eye-bolt on the container, which is then raised up over the truck platform and emptied by releasing a catch which opens the bottom. After the bottom has been closed the container is put back in the same place.

Each container has a capacity of 2.5 m<sup>3</sup>, which means that it holds about 700 kg of glass when full. The trucks do two or three trips a day between the containers and the storage sites in the docks of Berlin-Kreutzberg or Berlin-Spandau. The glass is then taken either by boat to glassworks in Nienburg or Essen or by truck to a glass factory in Hof.

The Canadian system for collecting waste glass is based on a HIAB 650 with a special grapple, remotely controlled by HIAB EMPROC. In the picture on the right, the operator is standing right next to the container as he manoeuvres the grapple into place. While the container is being lifted (bottom right) the operator moves away so that he is at a safe distance when the container is emptied, in the big picture.

A similar technique is employed in Canada, where some of the trucks in the large fleet maintained by Canada Cartage Ltd. are used for collecting waste glass. This firm, however, uses another type of container, rather like an ordinary plastic dustbin or trash-can, and these containers call for more complicated handling. But the HIAB Method offers solutions for complicated handling problems too.

In this case a special grapple was designed which both inverts and empties the containers. The grapple is fitted to a HIAB 650 which is remote-controlled by HIAB EMPROC, which means that the operator can stand near the container and control the crane precisely during the grappling and lifting stage and then move away to a safe distance out of range of flying glass when the contents drop out of the container onto the truck platform.





The new emergency truck in Limoges, which is equipped with a HIAB 1165 AW, can do a great many other jobs besides recovering cars.

## Emergency Assistance in Limoges and Tours

Two effective performances on the scenes of road accidents on the self-same day that the outfit was delivered provided convincing evidence that the authorities had made the right choice when they went in for a HIAB-equipped emergency truck for the fire brigade in the town of Limoges, on the western side of the Massif Central in France. The thing that made up their minds was the HIAB Method's versatility and dependability, documented over the decades, in combination with the advantageous price of the HIAB equipment.

Rigged out by the local HIAB representative in Limoges, the outfit consists of a cross-country RVI chassis mounting an 11-tonne-metre HIAB 1165 AW that is capable of dealing with numerous kinds of emergencies and mishaps and which can, thanks to its mobility and manoeuvrability, get into action quickly in many cases where heavy rescue rigs would have difficulty in making their way or would be ineffective by reason of their slow speed. Manned by very experienced personnel, the vehicle is called on not only to use its HIAB in lifting and shifting wrecked vehicles but also to assist in many other tasks. With an extra boom extension and a personnel basket it can rescue people trapped in buildings from anywhere up to the fourth floor. Using a special lifting yoke and broad straps the outfit can quickly move vehicles that have been illegally parked or are otherwise obstructing the traffic without damaging them, and in

addition the emergency truck has a powerful winch for recovery work.

The town of Tours in the Val de Loire, 180 km north of Limoges, has also banked on the HIAB Method for its emergency services. This time the choice was a petrol-engined Saviem SP 5 with a GVW of 7.5 tonnes in combination with a rear-mounted HIAB 650 AW. This outfit, too, can serve in many different contexts besides road accidents. With a manual boom extension the HIAB's standard outreach of 6.5 metres can be rapidly increased to 9.9 metres, enabling it to reach up

nearly 12 metres from ground level — which means the fourth floor in a residential building.

The slewing sector of the crane has been limited to 180° so that no lifts can be made over the vehicle, and two outrigger support legs provide stability during lifts. Another feature is a hand throttle and a tachometer mounted next to the HIAB's control levers. Thanks to this facility the crane operator can always set the engine speed exactly so that the hydraulic pump will supply the right throughput of oil for the crane and for the two hydraulic winches with which the vehicle is equipped. One of these is at the rear and one at the front of the truck, and they are controlled by means of two extra hydraulic functions in the valve assembly of the crane.

This emergency truck also has a water tank for the rapid extinguishing of fires, and the cab provides room for a rescue team of six.

So the fire brigades of Limoges and of Tours have each got themselves a versatile, fast and manoeuvrable work-horse. The attention and interest aroused by the emergency truck in Limoges when it was demonstrated, shortly after delivery, for pressmen, firefighters and road-transport people from other towns suggest that the efficiency and versatility of the HIAB Method will soon be turned to account in many other towns that have not yet equipped their skilled and self-sacrificing firemen with similar rigs so as to boost their capability for providing help and service to the public.



The emergency truck of the fire brigade in Tours has a HIAB 650 AW and a water tank among other equipment, along with room for a six-man rescue team.

With a HIAB 650 and a hydraulic stone grapple the driver can off-load 20 tonnes of stones by himself in less than half an hour.



"Our customers are many and varied. Few have cranes or similar facilities, and not all are prepared to provide labour to help a driver off-load. With the HIAB, our driver can get on with the off-loading on his own, and this is appreciated. There is little doubt in our minds that the service is a good customer-relations exercise — and a cost-effective one where we are concerned — which is why we have invested in HIABs for the past ten years."

## Ten Years with the HIAB Method

The speaker is Don Pardoe, manager of one of A.J. Mucklow Ltd.'s three works producing reconstructed stone in Britain. The firm currently has 24 HIAB-equipped rigs in the fleet of lorries which provide its transportation. 16 of the HIAB rigs are operated by contract hauliers handling its products.

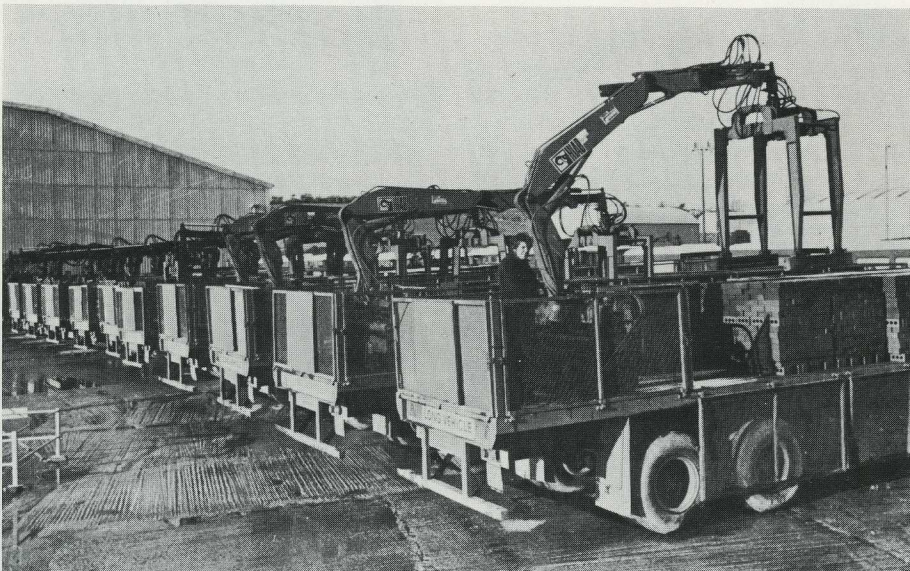
Each year, deliveries amounting to 100,000 tons are made to all parts of

the country. And for the past ten years it's all been off-loaded by the HIAB Method. 19 of the cranes it uses are HIAB 650s, while five are of the predecessor model, the HIAB 550. All are centrally mounted, eight on semi-trailers and the remainder on the various vehicles, mainly Leyland Reivers, used by the contract hauliers. The loaders that are mounted on semi-

trailers — four on 8.5-metre Crane Fruehauf units and four on 10-metre M.&G. units — can be run independently of the tractor vehicle since they each have their own hydraulic system powered by a Lister diesel.

An average payload is 20 tons, although this varies of course for different orders. Unloading is carried out with the HIAB which is fitted with a hydraulic clamp that will take a stack of stone weighing around a ton and containing anything up to 384 "bricks" depending on size. With this equipment the driver, working alone, can discharge a 20-ton load in less than 30 minutes, positioning it at any point on the site within the working area of the crane. The advantage of being able to spot the material like this has long been appreciated, both by the Mucklow management and by its customers. All the indications are, therefore, that this company will continue to effect its deliveries by the HIAB Method.

Tyrone Brick, of Dungannon in Northern Ireland, reasoned along the same lines as A.J. Mucklow in England and equipped 14 of its lorries with HIAB 950s or HIAB 650 Rol-Loaders. With this gear they deliver more than a million and a half bricks every week.



Some of Tyrone Brick's 14 HIAB outfits on parade before moving out to effect the day's first deliveries. The vehicles in the foreground have HIAB 650 Rol-Loaders.



Here is the Tokyo Fire Defence Board demonstrating how to fight an inaccessible blaze by the HIAB Method. The cab enables the crane operator to get closer to the fire.

## HIAB Trails the Blaze

The sooner the firemen can start fighting a fire, the better is their chance of bringing it under control, while at the same time less damage will be caused by the fire itself and by their efforts to put it out. A common problem in cases when the fire brigade is early on the scene is that of bringing hoses and spray nozzles to bear on the seat of the fire. Smoke and heat prevent the firemen from getting at the fire, and undamaged walls are in the way when they try to use their hoses from outside.

Faced with such obstacles, firemen have up to now had recourse to hacking holes in the roof, smashing a window or two, breaking down a door or penetrating other violence to open a path to the hot spot. Not only do these methods do a lot of additional damage to the building — they also give the fire a better supply of air, making the blaze fiercer and even harder to put out.

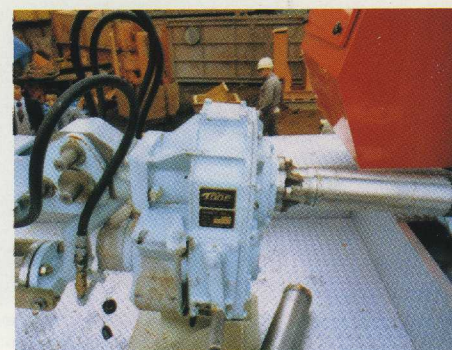
But now the Tokyo Fire Defence Board, working together with HIAB-FOCO's subsidiary company in Japan, has developed a method whereby it is often possible to deliver water to a hard-to-reach seat of a fire deep inside a building without increasing the air supply and without doing any appreciable extra damage to the structure. And of course it boils down to a new and refined application of the HIAB Method.

One of the Fire Defence Board's emergency trucks, an 8-ton Isuzu SLR-361, has been equipped with a HIAB 1300 which carries a concrete drill, 110 mm in diameter. The drill is hollow, and immediately behind the bit there are a number of nozzles, through which the firefighters inject water which first cools the crane during the boring job and then gets to work on the fire when the drill has broken through the wall. The drill penetrates at a rate of 30 mm/min. and can tackle concrete walls up to 300 mm thick.

The crane is operated from a cab in which the driver is adequately protected, enabling him to approach closer to the blaze. The water is supplied by an accompanying tank and pump truck which, once the drill is through the wall, can deliver anything up to 500 litres a minute onto the fire.



The drill has broken through the wall and water is squirting in all directions on the "inside". Below is a close-up of the drilling unit with its 110-mm concrete drill.







Within three weeks the HIAB experts beat the problem of the waste bales and set up the HIAB shown on the right, which lifts two bales at a time using the above grapple.



## Waste Bales in Waitemata . . .

Waitemata, a city of New Zealand, has a brand-new facility for baling domestic waste. The rubbish brought in by the refuse trucks is here compressed into compact bales weighing about 1.25 tonnes each before being transported to a landfill area. But the loading of the bales prior to this haul posed a problem. Considerations of transport economy made it necessary to put two lay-

ers of bales on the vehicles used for the job, but the design of the building made it impossible to use a forklift truck inside it while health regulations prohibited the handling of the material outside.

To help them solve the problem the authorities turned to HIAB-FOCO's representative in New Zealand, who quickly came up with the answer. With-

in three weeks a system had been designed, built and installed. It consists of a HIAB 950 A on a stationary mounting and a special hydraulic clamp which takes two bales at a time. When the equipment had been in use for some months it was reported that the HIAB Method had turned out a 100% success — in Waitemata just as in so many other places.

## . . . and New-Washed Wool in Toledo



Cipriano Lorenzo Guerra is a firm in Toledo, Spain, which collects wool from sheep-farmers in the surrounding countryside. Before the wool is delivered to the spinning mills it has to be washed and rinsed. This is done in large round pools. The process involves the movement of large quantities of wool, both dry and wet, into and out of the pools, an exhausting job which used to be done with simple manual tools. Since the firm brought in the HIAB Method all the strenuous exertion has been eliminated — besides which larger quantities can now be dealt with in a shorter time.

The equipment used is a HIAB 345 rear-mounted on an agricultural tractor and driven from the tractor power take-off. Extensible outrigger legs and the front bucket of the tractor provide stability during the lifts. The crane has two extra hydraulic functions for a rotator and a hydraulic grapple. The system very soon paid for itself by reducing costs and raising productivity.



## The HIAB Method Wins on Speed

Back in the 1950s, when Lennart Andersson of Backamo went in for the car-recovery business, the main road along the Swedish West Coast was known as National Highway 2 and was notorious for its inadequate standard and for its many traffic accidents. Today that road is the E6, part of the European highway system, and much of the old road has been replaced by new, safe sections classified as motorways or clearways.

But the stretch around Backamo is pretty much as it was in the old days, so Andersson's recovery firm is still called the "NH2 Service". After more than 25 years in the business, on constant call, in recent years together with his son Jan, Lennart has notched up over 50,000 recovery jobs and other rescue operations. So when the firm placed an order for a new recovery truck a while ago they had a well-nigh unexcelled body of experience as to how such a vehicle should be equipped to deal with the many and varied tasks with which a modern recovery truck is faced.

"Raising and removing cars that have been damaged in accidents is of course our most frequent assignment, working as we do along a road with such a bad accident record as this section of the E6," says Lennart An-



When an accident happens on the busy and narrow E6 long lines immediately start backing up. Fast clearance is called for, and the HIAB Method provides it (left). A cannibalised car, hidden away in the woods. But the HIAB crane flushes it out, and an insurance fraud is brought to light (above). You can hardly tow a motor-cycle with engine trouble, but you can hoist it onto the truck with the crane and take it to a workshop (below).

dersson. "But we have to tackle a lot of other jobs besides, and that's why we decided that the new truck, a Volvo F 6 S, was to have a crane. We chose a HIAB 650, with a boom that can be extended to 10 metres. And we haven't regretted it.

"We've had the new truck now for over a year, and it's turned out that the crane has been very useful to us — more so than we expected in the routine recovery work. On a heavily travelled and narrow road like this one the traffic soon backs up several kilometres when there's an accident. So the pressure's on to get rid of the damaged vehicles so as to open the road for traffic again, and the HIAB is very effective for this purpose. With our crane it only takes us a few moments to lift away cars that are so badly damaged that they can't roll forwards or backwards. Car com-





Cars that have gone to the bottom of a lake or plunged down one of the many steep banks along this stretch of road are best recovered by the HIAB Method.

ponents and other obstacles to traffic, such as an elk that's been run down, are things you can't do much about if you only have a winch and your own muscle-power to deploy. But with the HIAB it's as easy as you could wish — and above all it's fast.

"In the case of elk accidents the HIAB crane is particularly suitable, since we can hold the animal up while it is gutted. That makes things a lot easier. Then we put it on the truck and take it to the abattoir.

"Recovering stolen cars that have been ditched in a lake or driven into the woods and cannibalised is another job for which the HIAB Method is the only sensible approach. So all told we're very pleased with the crane — especially since it's worked perfectly all the time we've had it. I'm convinced that a HIAB crane will before long be regarded as standard equipment on a recovery truck of this type."



This elk cadaver was gutted while hanging from the crane and is now ready for transport to the abattoir.



A catamaran provides an ingenious means of collecting harbour flotsam with the aid of the HIAB Method.

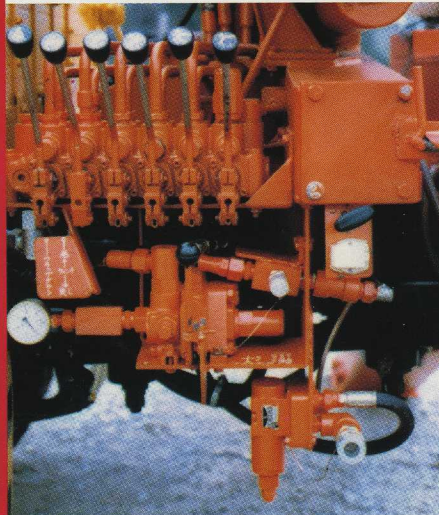
## Sludge a

Two new and original ways of using the HIAB Method in cleaning operations have been developed in Japan. Sanei Dengyo, which is a sub-contractor to one of the largest electrical utilities in Japan, has worked together with experts from HIAB-FOCO's Japanese subsidiary to develop a special vehicle for clean-up work — mainly sludge exhaustion, though it's also used for a variety of other jobs with hydraulically powered tools and implements such as drills, asphalt breakers, asphalt cutters, grinding machines, chain saws, etc.

The outfit consists of an Isuzu SCR-320 mounting a HIAB 650 with a winch and flap-down support legs. Its main duty, as already noted, is sludge exhaustion in civil engineering work. The sludge is collected in tanks, from which

it is either pumped over to a larger tanker truck or taken straight to the dumping ground, where the tanks are emptied by tipping with the HIAB crane.

The second application is to be seen in the Port of Tokyo, where they have a specially built vessel to collect rubbish, litter and other contaminants floating on the surface of the water. They mounted a HIAB 650 AW, with a winch and an extra boom extension giving an outreach of 9.9 metres, on a catamaran hull. The crane handles a water gun which sends a number of jets of water down at an angle onto the water surface ahead of the craft. This creates a current that carries all flotsam towards the catamaran and in between its pontoons. It is then picked up in a flow of water created by a front-mounted rotor and carried into an interchangeable container recessed into the after part of the vessel. The walls of the container are made of a fine-mesh net that allows the water to escape but retains the refuse.



Next to the valve assembly is a coupling to which hydraulic tools can be connected.



The water projected from the jet nozzle, which is handled by the HIAB crane, flushes floating litter towards the intake of the sweeper vessel.



Rubbish and contaminants are collected in a mesh container, which can be replaced by an empty one as soon as it is full.

# nd Flotsam

In the foreground is the suction vehicle, with its HIAB 650 and its flap-down support legs. In the background is the tanker truck.



If the sludge is not pumped over into the tanker truck the tanks can be emptied with the aid of the crane and the winch, which are hooked up to straps at the rear end of the container.

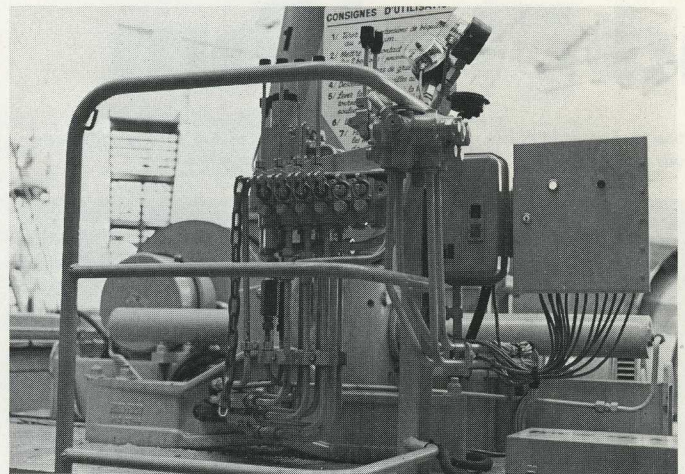




## The HIAB Method Where Standards are Sky-high

Standards of safety and precision are higher in the aero industry than in most others. Every detail, every hand's turn in production and assembly is carried out and checked in accordance with strict regulations. The slightest mistake can have disastrous consequences.

The HIAB 965 lifts a segment of the nacelle using yokes and ropes (above) and positions it with great precision and safety (opposite). The adjacent picture shows the lever arrangement at the operator's position along with the two pressure gauges that monitor the pressure in the hydraulic cylinders of the boom.



The southern city of Toulouse is known in France as the cradle of civil aviation. From the factories in the suburb of Balgnac come famous jetliners like the Caravelle and the Concorde, and in vast assembly sheds that are the cathedrals of our age they're putting together today the aircraft that we shall be riding in tomorrow — among them the A 300 Airbus.

The visitor to these plants receives an immediate impression of accuracy, precision and advanced technology being applied by well-trained specialists, conscious of their responsibility and of the high safety standards that apply in their work of assembly. To permit the numerous complicated operations to be performed with maximum safety a range of refined tools, appliances and working methods have been specially developed for each individual type of aircraft. One example

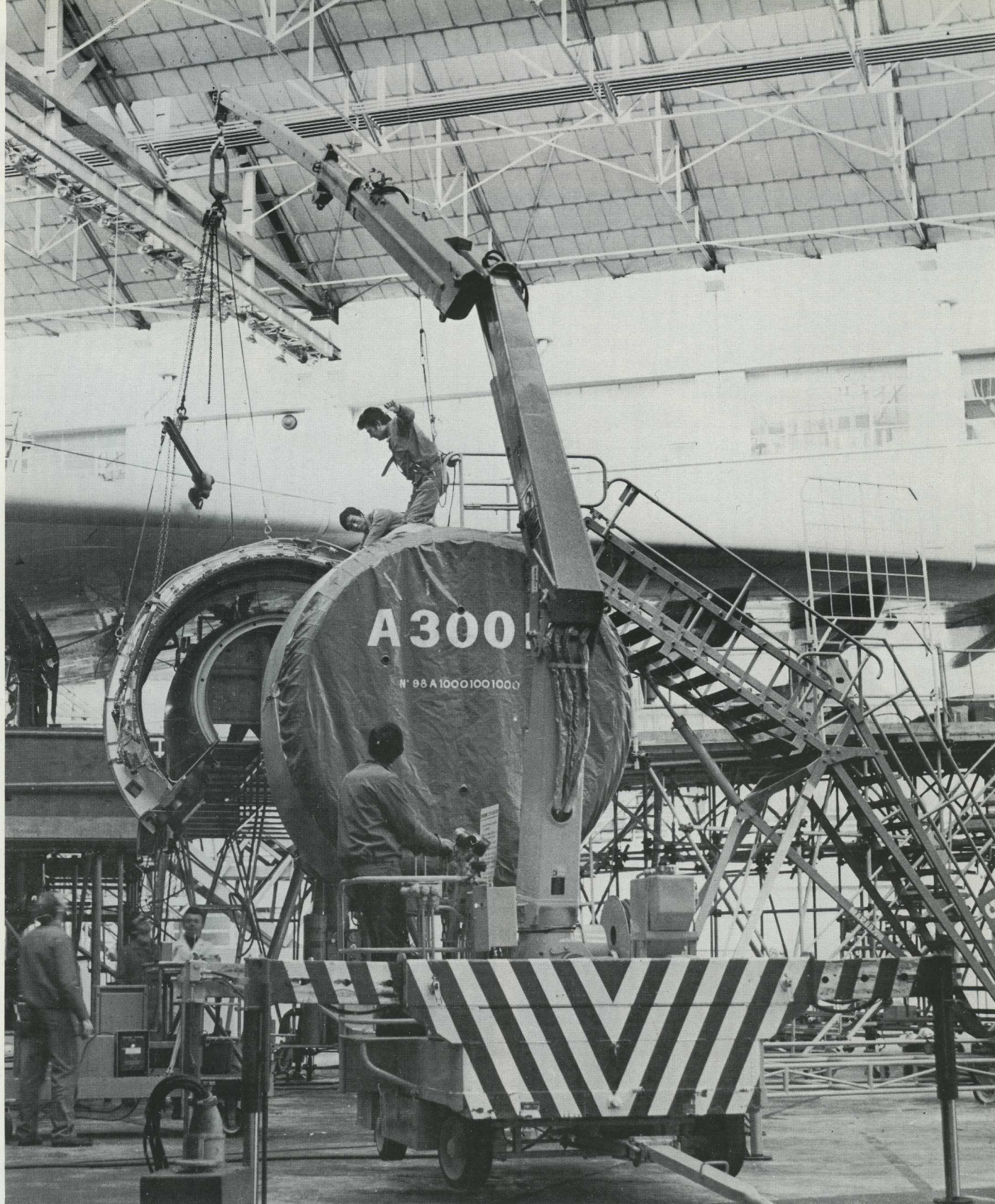
of this is the fitting of the engine nacelles on the Airbus 300, for which the factory has brought in the HIAB Method.

The nacelles for the 300's two engines consist of large segments that must be handled and positioned with millimetric precision during assembly. Since this involves some items weighing 360 kg the job calls for lifting equipment that measures up to the strict demands in respect of precision and safety. Under those circumstances it was of course a fairly obvious step to check on what the HIAB Method had to offer, and after making a study of the problem the local HIAB-FOCO representative was soon able to come up with a solution.

The equipment that is now performing the task consists of a crane with a 3-tonne-metre lifting torque, a HIAB 965, mounted on a rubber-tired trolley. When this vehicle needs to be moved

it is hooked up by a drawbar to a towing truck. It is counterweighted with concrete and has four outrigger support legs that give ample stability. The crane is fitted with two manually extensible boom extensions that give a maximum lifting height of rather more than 13 metres. The lifts are carried out using a special arrangement of yokes and ropes running to exact points of attachment on the nacelle segments, which can thus be handled with great manoeuvrability and precision.

Among the design features incorporated to meet the high safety standards are microcontacts in all four support legs that interdict all other crane functions so long as any of the support legs has not been positioned and locked. Further, the two main cylinders controlling boom movements are monitored by pressure gauges which, through electrical contacts,



trigger an alarm that warns the operator in the case of an overload. The pressurised oil for the crane is supplied by a hydraulic pump driven by a 15-kilowatt electric motor.

With this equipment a team consisting of only three people can carry out the exacting job of precision assembly in a very short time. One man operates the crane while a second, stationed on

a gantry at the engine, sees to the actual assembly. The third acts as a team boss, supervising and co-ordinating the successive stages of the work.

The successful solution of that tricky handling problem on the Airbus assembly line in Toulouse is only one example — but a particularly telling one — which shows that the HIAB Method is the right approach even in cases where

precision and safety are the paramount requirements. There's confirmation of this in the fact that the counsel of HIAB-FOCO's handling experts is increasingly being sought in connection with large-scale, complex projects — and in most cases they're soon able to come up with the right answer.

# Section S

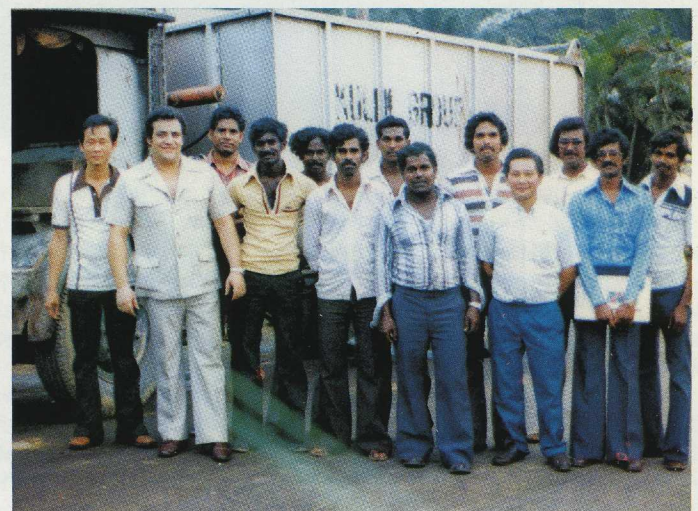
As the spread of the HIAB Method continues and as more and more HIAB cranes go into service all round the world, HIAB-FOCO is constantly engaged in the training of operators and of service and sales personnel who can help the customers to get maximum utility out of their HIABs. On this page is an album of pictures from some of the courses, conferences, seminars and other training schemes put on in recent months.

The picture immediately below comes from a service course in Saporo, Japan; below it we see the participants in a product-training course arranged in Guayaquil, Ecuador, in collaboration

## HIAB-FOCO Training East and West

with the distributor there. The bottom picture was taken at a sales conferences in Mexico City.

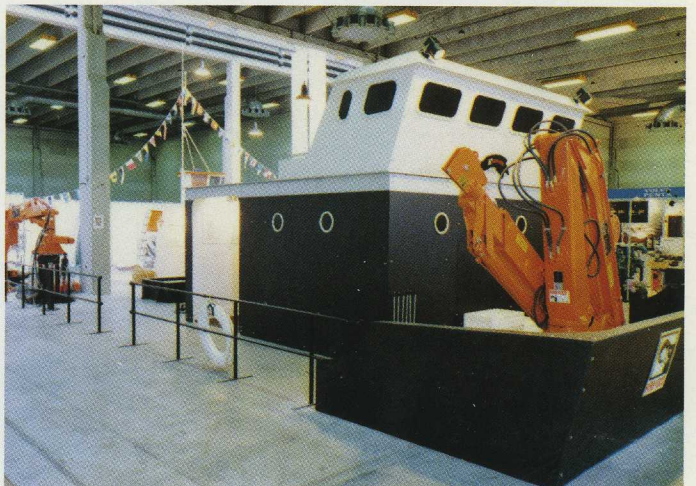
The top picture in the right-hand column shows the training of personnel on a large oil-palm plantation in Yahore, Malaysia, while under it are the participants in a course for service people and salesmen in Kuala Lumpur, Malaysia. The group in the next picture down attended a service course in Singapore, laid on in co-operation with the local representative, while at the bottom we see another course held in Yahore.





## Shows and Fairs

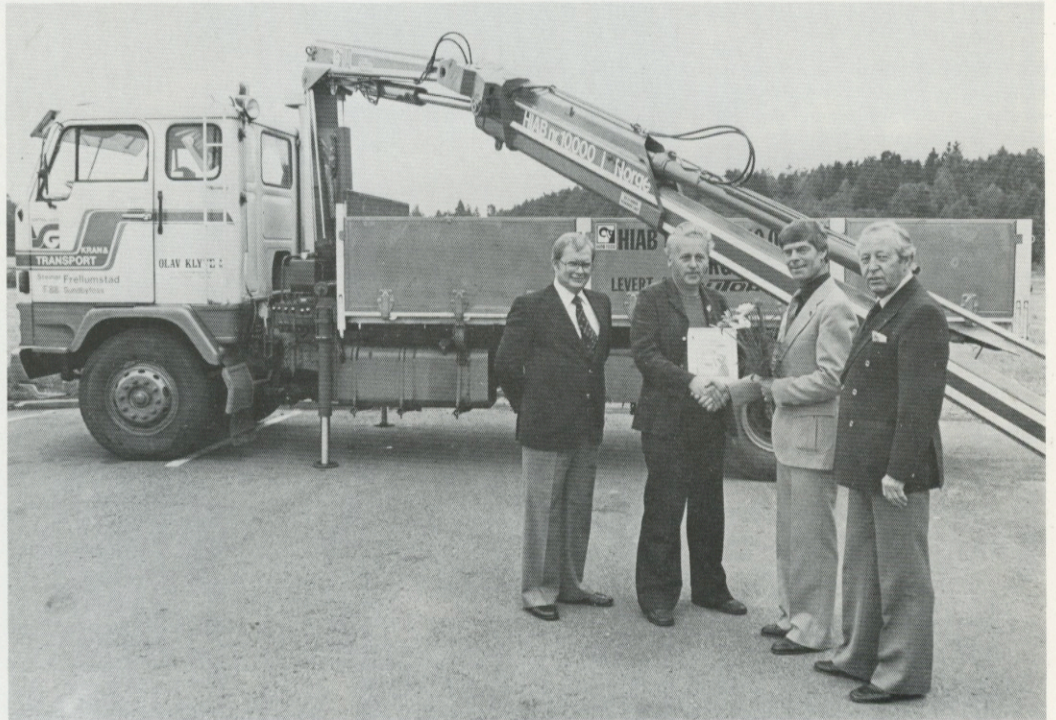
It goes without saying that HIAB-FOCO is on hand wherever advanced innovations and equipment for the transport sector are put on show. The picture on the right is an aerial shot from the 48th International Automobile Exhibition. The picture below was taken at the RAI Fair in Amsterdam, 1980, and the middle picture on the right comes from the SAMOTER exhibition in Italy. In the bottom right-hand corner is a scene from an exhibition of fishing equipment in Copenhagen.



# Method Hoists

## Norway's 10,000th HIAB

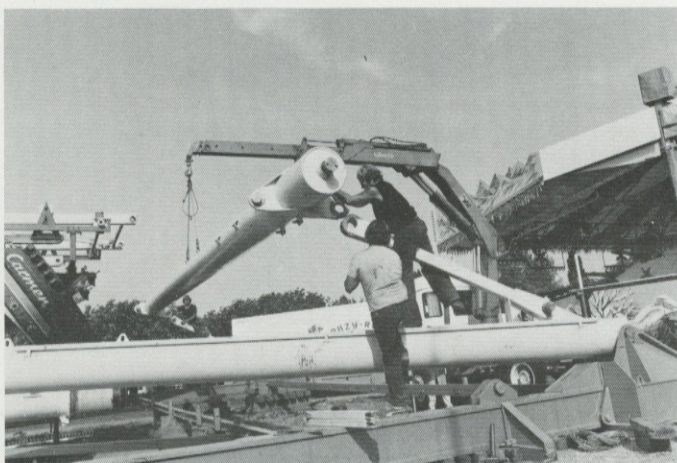
When the 10,000th HIAB crane to be sold in Norway was delivered a while ago it was made the occasion of a modest ceremony, with floral decorations and photographers on hand. Attending the event were representatives of HIAB-FOCO's Norwegian subsidiary, the Parent Company in Sweden, and the district representative, A/S Autor of Larvik. The happy owner of the jubilee crane, a HIAB 965, is Trucker Steinar Frellumstad, Sundbyfoss.



## HIAB 1870 Makes a Fair Move

A travelling fair seldom stays long in one place. Two or three days — and it's time for the roundabouts to be dismantled, the stalls to be packed up and the tents to be struck in readiness for the overnight move to the next site, where everything has to be set up again in time for box offices to open that evening. So time is short and the job schedule is long. The leading firm of fair operators in Switzerland is Harry Stammler, which has

brought in the HIAB Method to rationalise its striking and re-erecting. Some components of the roundabouts and other fair-ground attractions weigh up to three tonnes, so powerful aids were needed. Stammler went in for the strongest crane, HIAB 1870, mounted on one of the tractor trucks that tow the semi-trailers when the fair is on the move.



## The Thrush and Bustle of Modern Life

A pair of thrushes hailing from Göttingen, in West Germany, got to see quite a bit of the world last spring — and without needing to leave the nest. They had happened to build it atop a HIAB crane mounted on Fritz Keuffel's recovery truck. And every time Fritz went out on call Mrs. Thrush sett-

led down to brood — at 80 k.p.h. But a cruel threat hangs over the family idyll. Should the crane have to be used — that would be the end of the nest. Keep your fingers crossed, though: Fritz has promised to try to manage without his crane until the eggs are hatched.



# Method Hoists



## The Weightlifter

Heavy goods call for strong cranes. And builders have to deal with a lot of heavy materials. Building blocks for instance. A palletload of them is a weighty lift, but with a HIAB 1870, the strongest loader in the HIAB range, and a hydraulic stone clamp it's no trouble to move it into the ground floor. This crane is operated from top-seat controls,

where the operator has a good view of the entire working area. Before doing heavy lifts it's important to see that the frame and suspension of the vehicle are relieved of load, which is taken care of here by four outrigger support legs. During the transport run the crane is parked fore-and-aft along the top of the load.



Despite its size, reach and power, the HIAB 1870 is a manoeuvrable crane that can work quite happily even right up against its own base.



## Helicopter by HIAB

In Japan, just as elsewhere in the world, it costs a lot to rent a helicopter for an hour. In order to bring down the expenses of crop-dusting, users have therefore begun to transport helicopters by truck from one site to the next. That saves flying time, which reduces the frequency of the inspections that are compulsory after a specified number of flying hours. And there's no pilot to pay for during the haul.

The truck used for the job is a Mitsubishi FS 119 S equipped with a HIAB 1165 AW. Thanks to the great reach of this crane and its smooth and gentle action the helicopter can be loaded and unloaded without risk of damage. Extra dampers are fitted on the truck body to protect the fragile machine during the run.



## SEAS Gets a Six-Pack

The Danish power utility SEAS has a total of around twenty trucks equipped with earth augers. It recently took delivery of six

vehicles each mounting a HIAB 965. A further six are on order and are currently being readied by HIAB-FOCO's Danish subsidiary.



With the aid of a HIAB 1165 and its special hooks, even a very large pipe becomes an easy lift and can be positioned with great accuracy.

