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WIND POWER TRANSPORT

on any Goldhofer flatbed semitrailer with pendular axles. The device is designed as an autonomous system; its own power unit makes it independent of the vehicle's hydraulic and electrical systems. A built-in push beam enables the system to be moved freely along the cargo deck when the length of the semitrailer is adjusted under load. The device can handle rotor blades with a length of up to 80 m and it has a payload capacity of 10 tonnes.

An integrated scissor lift enables the blades to be raised by up to 7 m (so that the deck of the BladeX is about 10 m above the ground). In this position, Goldhofer says, the blade tip can swivel over obstacles and narrower passages can be negotiated. The semitrailer deck can also be retracted under load. According to Goldhofer, the combination of reduced vehicle length and flexible lift height facilitates progress on roads with sharp bends. The wind speed and tilt can be checked via remote control.

Specialist transport group, the Adams Group – which has locations in Luxembourg, Belgium and Germany – has purchased three new BladeX wind turbine blade tip lifting devices and an FTV 500 blade transporter.

The wind industry is one of the most innovation-driven industry sectors around, surmises the Global Wind Energy Council. And, as the examples in this article demonstrate, innovation is present at all levels of the industry – starting with the transportation of components.

“Wind power is leading the charge in the transition away from fossil fuels and continues to blow away the competition on price, performance and reliability,” concludes Steve Sawyer, GWEC secretary general. “Both onshore and offshore, wind power is key to defining a sustainable energy future.” With such a positive outlook, the winds of change appear encouraging for equipment manufacturers and specialized transportation companies involved with the business of transporting wind turbine components. ■



BladeMate Flip Extension from XL Specialized

SARENS MOVES AT VAN OORD

Dutch international dredging and offshore contractor Van Oord commissioned heavy lift and transportation specialist Sarens to load out a 580 tonne pile template in Wallsend, Newcastle Upon Tyne, United Kingdom.

Van Oord is installing 102 three-legged jacket foundations for Scottish Power Renewables, which is building the East Anglia ONE offshore wind farm in the North Sea. The equipment Sarens used for the job comprised: three six-line SPMTs and PPUs; six CS250s with 4 metres of cartridges and bracings; a 400 tonne mobile crane; a 220 tonne mobile crane; 21 m of bridge beams (converted to link spans); and ballast pumps and winches.

The pile template was 38 m in diameter. Sarens said it had to support it on all node points and ensure that it was in line with the link span design, which meant it had to be picked up within millimetres of the transport design plan.

An online video of the project can be seen at: <https://bit.ly/2H31inh>



UK heavy haulage specialist Plant Speed has put three new Nootboom three-axle Super Wing Carriers (SWC) into service (0VB-67-03(QP) models). The Super Wing Carriers were especially developed for the transport of ultra-long rotor blades. Paul Lomas, owner of Plant Speed, comments, “The current generation of windmills have a blade tip height of up to 200 metres and rotor blades



that are 70 metres long. It is no longer possible to transport these rotor blades with conventional extendable trailers. Nootboom's SWC has established an excellent reputation internationally. This type of trailer is used throughout Europe as standard for the transport of ultra-long rotor blades. This makes our decision of opting for the Nootboom SWC a completely logical one.”