Gottwald AMK 126-63

In the early 1970s, a 75-ton telescopic crane was the pinnacle of the industry. Various manufacturers, primarily from Germany, the United States, and Japan, offered such machines. The magical 100-ton barrier was broken in 1973 by two German manufacturers: Rheinstahl and Gottwald. The latter, in particular, would go on to make history. The Gottwald AMK 155-43/-53 was good for 125 tons and was an imposing presence with its double main boom and 8- or 9-axle undercarriage. A unique feature was that during road transport, the main boom pointed backward and rested on a dolly. Unfortunately, production was limited to just five units. After considerable calculation and design work, a more compact successor was introduced in 1975: the 100-ton AMK 125-63 on a 6-axle Faun undercarriage. The following year, the crane was also available on a Gottwald chassis and was then called the AMK 126-63. This proved to be a huge success, as a whopping 77 Faun (including a few other brands) and 49 Gottwald versions were ultimately sold. Quite an achievement, especially for that time! The majority were sold in the Netherlands, but units also found their way to England, Belgium, and the Netherlands.

1976 – 100/125 tons

The first brochure mentioned 100/125 tons capacities, based on 75/85% of the tipping load, respectively. The latter value was used in England and the United States, among other countries. This maximum lifting capacity was achieved with a fully retracted 13.7-meter main boom at the usual "standard" minimum radius of 3 meters. The corresponding load moment was 300/375 tonne-meters. The maximum load moment was achieved at a 10-meter radius: 363/445 tonne-meters. The main boom had four extendable sections and could reach a maximum length of 48.5 meters. This was also a significant value; the AMK 155, with one section less, only reached 37 meters. At this full length, the capacity was still 14/17.5 tons at a 7-meter radius, decreasing to 1.6/2.6 tons at a 38-meter radius. In addition to a 360-degree table, there was also a table for two 10-degree turns over the rear. In both cases, the 14.8 tons of ballast had to be extended. For even higher reaches, the crane had a 7-meter-long fixed (under 10 degrees) truss extension that, with intermediate pieces, could reach a maximum length of 28 meters. The longest version could still lift 2/2.5 tons; a maximum radius was 40 meters. During transport, the machine measured 16.4 x 2.98 x 4 meters and weighed 71.4 tons: 2 x 11.7 tons on the two front axles and 4 x 12 tons on the four rear axles. The outrigger base measured 7.8 x 7.9 meters. Drive came from a 316 kW (430 hp) MB diesel OM404, while an MB OM352A producing 107 kW (145 hp) supplied power for the upper structure. Of the six

axles, only axles four and five were rigid. The drive was 12x6, and the maximum speed on public roads was 63 km/h.

1979 – 125/155 tons

As was not unusual for Gottwald, the crane proved to have reserves and was now marketed as a 125/155 tonne crane with a maximum load capacity of 440/544 tonne-meters at an 8-meter radius. A new feature was a rigid, 9-meter-long folding jib that could be carried along and was good for 8.5/10.5 tons. At full main boom length, 17.5/21.5 tons could now be lifted.

1981 – 125/142 tons

In its 6th year of production, the maximum capacity for the 85% was adjusted to 142 tons. However, a note regarding the capacity at a 3- to 5-meter radius stated that this only applied to two 10-degree angles to the rear with a reduced outrigger width of 6 meters.

1985 – 130/147 tons

In the final year of production, the crane was marketed as a 130-tonner, but with a 2.8-meter radius. The highest value for the 85% table was now 147 tons. The maximum load moment was 440/505 ton-meters at an 8-meter radius.

Postscript

The AMK 126-63, along with the AMK 125-63, was undoubtedly one of Gottwald's greatest successes in the heavier telescopic crane genre. The AMK 126-63 also played a significant role in Mammoet's history, with four examples: two Van Seumeren, one Mammoet (-Van Wezel), and one Seu-M-Imo. In addition, there were two AMK 125-63s in the Van Seumeren fleet. These machines were not only exceptionally strong but also had exceptionally attractive lines. Today, a 440-ton-meter crane is marketed as a 150-160-tonner, a sign that Gottwald cranes were oversized, which has led to a significant number of these machines still being in operation today!

Van Seumeren
Serial number: 881037/1
Delivery date: November 11, 1980

First owner: Schmucker (Werne, Germany)

Second owner: Regel (Kassel, Germany)

Third owner: Van Seumeren in 1986
Belgian registration number: ANK-328
Fleet number: 162

Sold in 1993 via Barnhoorn (Nederhorst den Berg) to S.T.F.A. (Istanbul, Turkey)

Mammoet
Serial number: 881 054/1
Delivery date: March 23, 1983

First owner: Mammoet - Van Wezel
Dutch registration number: ZZ-35-15
Fleet number: (20)500

Sold in 1993 via Sykes (Barnsley, England)

Seu-M-Imo
Serial number: 881066/3
Delivery date: November 28, 1985

First owner: VEB I.M.O. (Merseburg, East Germany)
East German registration: KS-54-52

Second owner: Seu-M-Imo, (Merseburg, Germany)
German registration: MER-MA-78
Dutch registration: ZZ-58-38
Fleet number 406

Sold in 1993 via Van Adrighem (Vierpolders) to V.G.C. (Rotterdam)