

Ron Laczko, creator of the portable building crane, the Lasco Lift, has taken the product to the next level by giving it the power of motion. **Greg Keane** reports for *IC*.

Australian crane identity Ron Laczko achieved considerable success with a portable building crane designed to break down into compact, relatively light weight sections that could be readily transported within a building. This achieved critical acclaim, and attracted the interest of French tower crane manufacturer Potain to whom Laczko sold the drawings of the Lasco Lift (as it was known previously) and manufacturing rights last year.

Not long before the drawings for the crane design were sold, Mr Laczko converted one of these units to operate with detachable tracks. This addressed the opinion of some users that while the Lasco Lift was a great idea it would be even better if it could be mobile. Existing designs of small rubber-tracked cranes are popular working on slabs, but generally operate with outriggers and have limited capacity. Laczko believed that he could convert the Lasco Lift into a crane with significant pick and carry capability, and that the tracks, when not attached to



Mobile Lasco

the crane, could be mounted on a sled to form a transporter for moving materials around on the slab once they have been lifted by the crane.

The crane can pick and carry three tonnes at a three metre radius (on level ground) and lift 700 kilograms at a 7.3 metre radius without using outriggers. It has excellent capacity lifting over the side of the tracks, which can be attached to the crane frame via two quick-connect couplings to give a travel speed of 5 kilometres per hour, with very smooth control to allow inching.

On its first job the crane lifted glass panels from the ground, walked them into position and placed them in steel roof frames for the pent-houses of an apartment block, and also handled terra cotta feature panels.

The tracked conversion formed part of the drawings handed over to Potain, but Ron Laczko continues to refine the design while working the prototype in his hire fleet. Another three units will shortly join the prototype in that fleet. While the crawler conversion is intended for the 10 tonne Lasco Lift, the original 2.5 tonne Lasco Lift has been fitted with castors on two corners, and can be readily transported around the slab using a pallet jack fitted under the other end.

Ron Laczko believes that the addition of tracks increases the potential of the Lasco Lift by 40 to 60 percent, with the addition of a diesel engine in place of the traditional electric motor being an opinion to further increase the mobility and flexibility of the crane.

