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Global Articulating Truck-mounted Crane Market Growth 2026-2032

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Abstracts

The global Articulating Truck-mounted Crane market size is predicted to grow from US$ 2051 million in 2025 to US$ 2877 million in 2032; it is expected to grow at a CAGR of 5.0% from 2026 to 2032.

Articulating Truck-mounted Crane refers to a hydraulically operated lifting system mounted on a truck chassis or specialized road vehicle and equipped with one or more articulated boom joints that allow the boom to fold into a compact transport position and maneuver loads within confined working areas. The core configuration normally consists of a pedestal and slewing system, articulated main boom, hydraulic extensions, cylinders, stabilizers, hydraulic control system, safety and load-monitoring devices, and optional attachments such as hooks, grabs, rotators, winches, fly-jibs, or personnel baskets. Product capability is commonly assessed by maximum lifting capacity, lifting moment in tonne-metres, hydraulic outreach, number of hydraulic extensions, slewing range, crane deadweight, and vehicle payload impact. The market covered by this study focuses on truck-mounted articulated cranes used for self-loading, unloading, material handling, precision placement, and mobile lifting operations across construction, logistics and transportation, forestry, recycling, utilities, infrastructure, industrial facilities, and other professional applications. International manufacturers commonly segment articulated loader cranes by lifting moment, while maximum lifting capacity and number of boom extensions remain important purchasing specifications; major product portfolios range from compact light-duty units to cranes exceeding 100 tonne-metres, with certain heavy-duty systems reaching substantially higher capacities.

Key Findings

Global Articulating Truck-mounted Crane sales reached approximately 32,000 units in

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2025

The global average selling price reached approximately US$65,500 per unit in 2025

Global production capacity was approximately 40,000 units annually, implying moderate available capacity

The industry-wide average gross margin was approximately 25% in 2025

Construction and logistics remain the two most commercially important downstream demand groups

Market Trends

The Articulating Truck-mounted Crane market is moving from conventional hydraulically operated lifting equipment toward lighter, more intelligent, safer, and increasingly electrified vehicle-mounted lifting systems. High-strength structural steel and optimized boom geometry are allowing manufacturers to improve the lift-to-weight ratio and preserve vehicle payload while increasing outreach and lifting moment. Electronic stability systems, overload protection, load-moment monitoring, radio remote control, automatic folding and unfolding, operator-assistance functions, telematics, and connected fleet services are increasingly differentiating premium products. HMF emphasizes low tare weight, high lift-to-weight ratio and electronic stability systems, while HIAB and PALFINGER are expanding intelligent control, connected services, stability management and automated operating functions. Fassi is also integrating electronics, hydraulics, software and connected platforms into newer crane generations. Electrification is emerging primarily through electric hydraulic power packs and compatibility with battery-electric truck chassis rather than through replacement of the hydraulic actuation principle itself. Another important trend is the widening performance envelope: leading suppliers now cover light, medium, heavy and super-heavy configurations, with HIAB classifying loader cranes from below 12 tm to above 100 tm and Fassi offering articulated truck cranes extending beyond 150 tm. These developments are gradually shifting competition from basic lifting capacity toward payload efficiency, operational precision, reach, safety, uptime and total lifecycle productivity.

Market Dynamics

Drivers

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The principal demand drivers are construction activity, logistics mechanization, increasing labor costs, the need for self-loading vehicles, urban jobsite space constraints, infrastructure maintenance and expansion of specialized service fleets. An articulating crane enables one vehicle to transport and position cargo without requiring a separate mobile crane or forklift at every destination, improving fleet utilization and reducing handling steps. This value proposition is particularly strong in building-material delivery, machinery transport, municipal work, utility maintenance, forestry and recycling. The growing complexity of urban construction favors folding cranes because they occupy relatively little chassis space and can maneuver loads close to buildings or around obstacles. Heavy infrastructure and industrial projects are simultaneously supporting demand for higher lifting moments and longer hydraulic outreach. Major manufacturers therefore continue to broaden product ranges across compact, mid-capacity and heavy-duty configurations, while regional suppliers compete around application-specific combinations of chassis, crane, stabilizers and attachments.

Restraints

Market expansion is constrained by high upfront equipment cost, vehicle payload trade-offs, regulatory requirements, installation complexity, skilled-operator requirements and cyclical exposure to construction and capital expenditure. A larger crane increases lifting capability but also adds deadweight, potentially reducing payload capacity and requiring a heavier truck chassis, additional axles or more complex stabilizer systems. Buyers must therefore evaluate crane capability at the vehicle-system level rather than simply selecting the highest nominal lifting capacity. Hydraulic components, high-strength steel, precision slewing systems and electronic safety equipment also increase production costs, while installation and body-building requirements vary by vehicle and jurisdiction. Smaller fleet operators can delay replacement during weak construction cycles, and some applications remain better served by telescopic service cranes, mobile cranes, forklifts or fixed lifting equipment. These factors prevent the market from becoming a pure volume-driven machinery segment and reinforce the importance of application engineering and lifecycle economics.

Opportunities

The strongest opportunities lie in lightweight high-strength boom structures, higher lifting-moment classes, long-reach configurations, electric-hydraulic systems, intelligent controls, remote operation and integration with new-energy commercial vehicles. Battery-electric trucks create a particularly important development path because crane suppliers must minimize parasitic energy consumption while enabling quiet and low-emission operation at urban worksites. Connected diagnostics and telematics can also

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shift revenue toward service contracts, preventive maintenance, parts management and fleet optimization. Demand is expanding for application packages that combine the crane with fly-jibs, winches, grabs, rotators or personnel baskets, increasing average system value and improving supplier differentiation. In China and other manufacturing-intensive Asian markets, larger folding-boom cranes for industrial handling, factories, tunnels and specialized lifting are also creating a distinct high-capacity opportunity; XCMG already markets folding-boom products ranging into very high lifting-moment classes, illustrating the widening technical boundary of the segment.

Challenges

The major challenges are safety liability, product certification, hydraulic reliability, structural fatigue, supply-chain volatility and maintaining service capability across geographically dispersed fleets. Articulating cranes operate under rapidly changing load radius and vehicle stability conditions, making overload protection, stabilizer deployment, operator visibility and control logic critical to accident prevention. As electronic control becomes more sophisticated, manufacturers also need stronger capabilities in sensors, software, diagnostics and cybersecurity while retaining field-repairability. Competition is increasingly polarized between global manufacturers with extensive dealer and service networks and regional producers with cost advantages and faster customization. At the same time, customers expect lower machine weight, greater outreach, more lifting capacity and higher safety performance, creating an engineering trade-off that requires advanced structural design and precise hydraulic integration rather than simple capacity expansion.

Industry Chain Analysis

The upstream industry chain consists primarily of high-strength structural steel, cast and forged components, hydraulic cylinders, hydraulic pumps and valves, rotary bearings, gearboxes, hoses, seals, pins, electronic controllers, sensors, remote-control systems, stabilizers and commercial-vehicle chassis. Steel structures and hydraulic systems represent the most important physical inputs, while increasingly sophisticated electronics account for a growing share of value in premium cranes. Midstream manufacturers undertake structural design, boom fabrication and welding, machining, slewing-system assembly, hydraulic integration, electronic safety-system installation, painting, testing and final crane assembly. Depending on the business model, the crane may then be installed by the OEM, an authorized bodybuilder, a specialized vehicle converter or a regional distribution partner. Downstream customers include construction contractors, building-material distributors, transportation fleets, forestry operators,

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recyclers, utilities, municipalities, industrial plants, oil and gas contractors and specialized lifting companies. The highest value creation increasingly occurs at the interface between crane engineering and vehicle integration, where chassis configuration, axle loads, stabilizer geometry, payload, hydraulic power supply, attachments and safety logic must be optimized as a complete operating system. HMF, PALFINGER and HIAB all emphasize vehicle integration, stability, attachments and application-specific configuration as important elements of loader-crane performance.

Segment Insights

For market segmentation, maximum lifting capacity remains a practical commercial metric, and the analyst-defined classes of 3–8 tons, 8–15 tons, 15–30 tons and above 30 tons provide a workable framework for shipment and revenue analysis. However, lifting moment should be treated as a complementary technical segmentation because it better reflects the combination of load and operating radius. Industry suppliers commonly structure portfolios by tonne-metre classes: HIAB uses below 12 tm, 12–30 tm, 30–100 tm and above 100 tm, HMF ranges from 3–14 tm through 60–95 tm, while Fassi spans approximately 1 tm to more than 150 tm. This confirms that the industry is increasingly evaluated by lifting moment rather than maximum hook load alone.

By boom configuration, 3–4 hydraulic extensions represent an important mainstream configuration for general construction and logistics, while 5–6 extensions and configurations with seven or more sections are positioned toward longer outreach and higher-value operations. SANY models illustrate this progression, ranging from three hydraulic extensions on compact units to six or more on larger knuckle-boom cranes. By power source, PTO-driven hydraulic systems remain the mainstream architecture, independent engine-driven hydraulic systems serve specialized installations, and electric-hydraulic power is emerging as a strategic category. The initial drive classification should therefore be expanded from PTO Hydraulic Drive and Independent Diesel Power to include Electric-Hydraulic/Hybrid systems as an emerging segment.

Downstream Market Opportunities

Construction and logistics represent the most important downstream opportunity because these customers gain direct economic value from combining transportation and lifting in a single vehicle. Building-material distribution benefits from on-site unloading without requiring separate lifting equipment, while logistics operators use articulating cranes to handle machinery, containers, pallets and specialized cargo in locations where forklifts or mobile cranes are unavailable. Forestry and recycling form another

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attractive niche because hydraulic articulating arms can be paired with grabs and rotators for repetitive material handling. Utilities, municipal services, infrastructure maintenance and industrial plants increasingly demand longer reach, remote control and enhanced stability management. Energy, oil and gas, defense and specialized industrial lifting provide smaller-volume but higher-value opportunities, particularly for corrosion-resistant, heavy-duty or highly customized configurations. HIAB, Hyva and HMF explicitly position their loader-crane portfolios across construction, logistics, environmental, municipal, agriculture, mining and other specialized operating environments.

Regional Insights

Europe remains the most mature technology and premium-product center for articulating truck-mounted cranes, supported by established manufacturers such as PALFINGER, HIAB/EFFER, Fassi, HMF, Hyva and ATLAS and by strong demand from building-material logistics, municipal services, recycling and specialized transportation. European competition places particular emphasis on lift-to-weight ratio, electronic stability, compact chassis installation, remote control and lifecycle service. Fassi operates an extensive international network and reports that a large majority of its sales are exported, while HMF sells and services cranes in more than 40 countries, illustrating the international orientation of European suppliers.

Asia, particularly China, represents an important production and incremental demand region, supported by infrastructure, industrial lifting, logistics fleets and a large commercial-vehicle manufacturing base. SANY and XCMG have established articulated or folding-boom crane portfolios across multiple lifting classes, with XCMG extending into exceptionally large lifting capacities for factory, tunnel and specialized lifting applications. North America is structurally different, with demand concentrated in construction delivery, utilities, service fleets, forestry and municipal applications; PALFINGER, HIAB and Altec maintain dedicated knuckle-boom or articulating-crane offerings for the region. The regional opportunity is therefore not uniform: Europe leads in premium loader-crane penetration and advanced control systems, Asia offers manufacturing scale and high-capacity expansion potential, while North America provides substantial demand for application-specific truck-mounted lifting equipment.

Competitive Landscape Analysis

The competitive landscape consists of global loader-crane specialists, diversified lifting-equipment manufacturers and regional truck-equipment suppliers. PALFINGER, HIAB

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including EFFER, Fassi, HMF and Hyva form the core internationally active specialist group, with broad product portfolios, established distribution channels, advanced hydraulic systems and increasingly sophisticated electronic controls. ATLAS is an important European specialist with loader cranes spanning light to heavy classes, while SANY, XCMG, Zoomlion and SUNHUNK represent the expanding Chinese supplier base; SUNHUNK is actively internationalizing its knuckle-boom portfolio, while SANY maintains a dedicated knuckle-boom range and XCMG competes in both conventional and very high-capacity folding-boom systems. Altec is a relevant North American articulating-crane provider, particularly in utility and specialized truck applications. The analyst's initial list should therefore treat these manufacturers as the principal validated competitive pool. Chengli Group is better viewed primarily as a special-purpose vehicle manufacturer and integration platform because its published folding-boom vehicles frequently use cranes supplied by manufacturers such as XCMG, while Stellar's current hydraulic service-crane range is predominantly telescopic and should not be positioned as a core articulating-crane competitor without model-specific evidence. JOMAC and Jiangsu Dingqun Mechanical Equipment should remain in an extended or pending-verification pool until direct evidence of proprietary articulating-crane manufacturing is established. Competition is increasingly based on lifting moment per unit weight, reach, stability control, hydraulic precision, remote operation, attachment ecosystems, vehicle-integration capability and service-network coverage rather than nominal lifting capacity alone.

Report Scope

LP Information, Inc. (LPI) ' newest research report, the "Articulating Truck-mounted Crane Industry Forecast" looks at past sales and reviews total world Articulating Truck-mounted Crane sales in 2025, providing a comprehensive analysis by region and market sector of projected Articulating Truck-mounted Crane sales for 2026 through 2032. With Articulating Truck-mounted Crane sales broken down by region, market sector and sub-sector, this report provides a detailed analysis in US$ millions of the world Articulating Truck-mounted Crane industry.

This Insight Report provides a comprehensive analysis of the global Articulating Truck-mounted Crane landscape and highlights key trends related to product segmentation, company formation, revenue, and market share, latest development, and M&A activity. This report also analyzes the strategies of leading global companies with a focus on Articulating Truck-mounted Crane portfolios and capabilities, market entry strategies, market positions, and geographic footprints, to better understand these firms' unique position in an accelerating global Articulating Truck-mounted Crane market.

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This Insight Report evaluates the key market trends, drivers, and affecting factors shaping the global outlook for Articulating Truck-mounted Crane and breaks down the forecast by Type, by Application, geography, and market size to highlight emerging pockets of opportunity. With a transparent methodology based on hundreds of bottom-up qualitative and quantitative market inputs, this study forecast offers a highly nuanced view of the current state and future trajectory in the global Articulating Truck-mounted Crane.

This report presents a comprehensive overview, market shares, and growth opportunities of Articulating Truck-mounted Crane market by product type, application, key manufacturers and key regions and countries.

Market Segmentation

Segmentation by Type:

Maximum Lifting Capacity: 3–8 tons

Maximum Lifting Capacity: 8–15 tons

Maximum Lifting Capacity: 15–30 tons

Maximum Lifting Capacity: >30 tons

Segmentation by Drive Method:

PTO Hydraulic Drive

Independent Diesel Power

Segmentation by Number of Telescopic Boom Sections:

1–2 periods

3–4 periods

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5–6 periods

?7 periods

Segmentation by Application:

Construction

Logistics and Transportation

Forestry

Waste Recycling

Others

This report also splits the market by region:

Americas

United States

Canada

Mexico

Brazil

APAC

China

Japan

Korea

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Southeast Asia

India

Australia

Europe

Germany

France

UK

Italy

Russia

Middle East & Africa

Egypt

South Africa

Israel

Turkey

GCC Countries

The below companies that are profiled have been selected based on inputs gathered from primary experts and analysing the company's coverage, product portfolio, its market penetration.

PALFINGER

Altec

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SANY Group

HIAB

JOMAC

Fassi Gru

HMF

Hyva

Jiangsu Dingqun Mechanical Equipment

Zoomlion

XUGONG

Stellar Industries

CHENGLI GROUP

SUNHUNK

Key Questions Addressed in this Report

What is the 10-year outlook for the global Articulating Truck-mounted Crane market?

What factors are driving Articulating Truck-mounted Crane market growth, globally and by region?

Which technologies are poised for the fastest growth by market and region?

How do Articulating Truck-mounted Crane market opportunities vary by end market size?

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How does Articulating Truck-mounted Crane break out by Type, by Application?

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