

SUMMER 2023

LIFT LINE

YOUR SOURCE FOR NEW AND USED LIFT EQUIPMENT



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Cover: Manitowoc MLC300 with VPC-MAX from ALL Crane Rental of Pennsylvania. For full job description, please see [page 3](#).

Responding to Customer Need



Everything we do at ALL is geared toward customer service, and that’s our same mission here at the Knoxville branch. We anticipate market need, respond to it, and strongly believe in continuous improvement to perform even better for customers. It happens every day all across the national footprint and it’s happening here, too.

There’s a building boom in Tennessee (you can read more about it in “Tennessee Rising” on page 10). Our branch is responding by investing in our tower crane operations. We recently added tower industry veteran Kyle Zulker as our dedicated tower technician. He’ll be responsible for overseeing all our tower projects moving forward and will perform on-site inspections. We’re also moving a 10-year branch veteran, Jonathan Kennedy, into the role of tower maintenance lead, and have brought in a new hire to serve as tower apprentice.

Another exciting development is the addition of a tower crane maintenance area to our service center. That will allow us to perform repairs on-site and keep towers local so we can return them to a busy field as quickly and efficiently as possible.

We’ll soon have another 11 tower cranes up across our region; most are expected to be in place for the remainder of the year. We’re especially excited to be involved in a big project in downtown Knoxville to build a new entertainment complex. At its center is a new stadium for the Chicago Cubs Double A affiliate the Tennessee Smokies. In addition to the stadium, the complex will also feature residential development and restaurant space.

We’re excited about the development in our region and are proud to be involved in so much of it. I truly believe our branch is receiving this work because we’ve built a reputation for being a company of integrity. We keep our promises. I think we’re also known for fleet responsiveness — like these upgrades to our tower operations.

It’s the kind of service you can expect from any of our branches. We’re here to make our customers’ lives easier with the newest, best-maintained equipment and unparalleled support after the deal is done.

Billy Vaughn

Billy Vaughn
General Manager
ALL Crane Rental of Tennessee

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About Lift Line
Lift Line is your guide to used equipment from an industry leader and North America’s largest privately held crane and lift equipment rental and sales enterprise — the ALL Family of Companies.



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Say it in six

THE TAMING OF THE WILDWOOD BRIDGE

Using a Manitowoc MLC300 with VPC-MAX, ALL Crane Rental of Pennsylvania begins the careful work of bringing down the old Wildwood Bridge in Pittsburgh. The heaviest piece removed was a 325,000-pound pier cap that stretched 50 feet across. The bridge will be replaced with a new state-of-the-art structure with precast beams and abutments as well as piers poured in place.



SHOP **ROUGH-TERRAIN CRANES** from 15-165 USt



Tadano GR-550XL, S/N 541203, 2015, 55 USt, Cummins QSB6.7 Tier 4 (14,368 Hours), 114' Main Boom, 29'-50' Jib23.5-25 (OR) Tires, Aux. Hoist, Block and Ball. *Located in Cleveland, OH.* Unit #11076 **\$276,000**



Terex RT555-2, S/N 161741, 2014, 55 USt, Cummins QSB6.7, Tier IV (9,064 Hours), 110' Main Boom, 33'-57' Tele Jib, Aux. Hoist, Single Lever Dual Axis, Greer Load Indicator, A/C, Heater, Block and Ball. Located in Hammond, IN. Unit #10966 **\$193,000**



Grove RT9130E, S/N 225230, 2008, 130 USt, Rebuilt Cummins QSC8.3 (3,929 Hours), 160' Main Boom, 36'-59' Offsetable Bifold Jib, Full Length Aluminum Decking, A/C, 33.25 X29-38 Bias Ply Tires, Block Heater, Aux. Hoist, Block and Ball. *Located in Indianapolis, IN.* Unit #9890 **\$313,000**



Link-Belt RTC8065 II, J9J6-8960, 2006, 65 Ust, Cat Diesel (12,169 Hours), 115 Main Boom, 35-58 Bifold Jib, Aux. Hoist, 26.5x25-26PR Tires, Joystick Controls, A/C, RCL Bar Graph, Block and Ball. New Paint 2021. *Located in Elk Mound, WI.* Unit #DL1051MLW **\$110,000**



Grove RT522B, S/N 222388, 2001, Cummins B3.9 (11,239 Hours), 78 Main Boom, 25 Jib, 17.5x25 -20PR, Full Lighting Package, Block and Ball. *Located in Lima, OH.* Unit #7943 **\$47,500**



Link-Belt RTC-8050 II, S/N J6J8-0261, 2008, 50 USt, Cummins B5.9 (11,212 Hours), 110' Main Boom, Aux. Hoist, Dual Axis Controls, RCL Bar Graph, A/C, Block and Ball. *Located in Indianapolis, IN.* Unit #10063 **\$87,000**



Broderson RT-300, S/N 51640300, 2014, 15 USt, Cummins QSB4.5 T4i (3,057 Hours), 60' Main Boom, 20' Jib, Engine Side Covers, 17.5 x 25 Tires, 20 ply, 4 Wheel Steer, 4WD, Pintle Hook in Front and Rear, Wind Wiper- Top, A/C, Lighting Kit, RCL - Greer, Drum Hoist Rotation Indicators, Block and Ball. *Located in Baton Rouge, LA.* Unit #11006 **\$167,000**



Grove RT890E, S/N 229891, 2009, 90 USt, Cummins QSB 6.7L (12,463 Hours), 142' Main Boom, 33'-56' Jib, Aux. Hoist, A/C, Valve Package, Block Heater, Block and Ball. *Located in Indianapolis, IN.* Unit #10224 **\$259,000**

SHOP TRUCK CRANES from 40-115 USt



1

Grove TMS700E, S/N 233016, 2012, 60 USt, Cummins QSMII, Eaton Fuller Transmission, 8,760 Hours, 65,321 Miles, 110' Main Boom, 32'-56' Tele-Jib, Aux. Hoist, Outrigger Monitoring System, Engine Block Heater, Boom Lights, Aux. Light and Convenience Package, Heavylift Counterweight, Block and Ball. *Located in Madison, WI.* Unit # 10578 **\$373,000**



2

Grove TMS9000E, S/N 232304, 2013, 110 USt, Cummins ISX12, 11,070 Hours, 54,270 Miles, 142' Main Boom, 33'-56' Bifold Jib, Aux. Hoist, Aux. and Light Package, Trailing Boom Package, XL Counterweight Package, Outrigger Monitoring System, A/C, Block and Ball, 2 Axle Boom Dolly. *Located in Knoxville, TN.* Unit #10890 **\$627,000**



3

Link-Belt HTC8660 II, S/N L8K3-3588, 2013, 60 USt, Upgraded EPA Cummins Diesel, 7,720 Hours, 76,580 Miles, 110' Main Boom, 28'-51' Bifold Jib, Aux. Hoist, Single Axis Controls, Carrier Box, Daytime Running Lights, Amber Strobe Light, Winch Rollers (2 Drums), Counterweight and Removal (15,000#), RCL Light Bar, A/C in Upper and Lower Cabs, Block and Ball. *Located in Tampa, FL.* Unit #10844 **\$385,000**



4

Link Belt HTC8675 II, S/N P9K3-3251, 2013, 75 USt, Cummins ISX11.9, 14,963 Hours, 70,767 Miles, 127' Main Boom, 38'-64' Bifold Jib, Aux. Hoist, A/C in Upper and Lower Cabs, Daytime Running Lights, Amber Strobe Light, Boom Flood Lights, RCL, Bar, Trailer Air and Electric, Boom Float Kit, Block and Ball. *Located in Milwaukee, WI.* Unit #DL1173MLW **\$407,000**



5

Link-Belt HTC8690, S/N N3K4-4040, 2014, 90 USt, Cummins ISX12, 8,024 Hours, 61,741 Miles, 140' Main Boom, 35'-58' Offset Jib, Aux. Hoist, Daytime Running Lights, Amber Strobe, Trailer Air & Electric, 39,500# Counterweight, RCL Light Bar, A/C, Boom Float Kit, Block and Ball, 2 Axle Boom Dolly. *Located in Indianapolis, IN.* Unit #10904 **\$553,000**



6

Terex T550-1, S/N 120398, 2014, 50 USt, Cummins ISX Diesel, Allison Auto Trans, 6,897 Hours, 75,523 Miles, 110' Main Boom, 33'-57' Jib, Aux. Hoist, Remote Outriggers, A/C, Work Light Package, Aluminum Wheels, Block and Ball. *Located in Nitro, WV.* Unit #10987 **\$321,000**

SHOP TOWER CRANES



- 1. Potain HDT80: S/N 602141** (2013) 6.6 USt, 148’ jib with up to 30 deg. offset, (3) section galvanized telescoping mast allowing hook heights up to 106’ (jib horizontal), elevator cab, SM/DM trolley & block for 2/4-part hoist reeving, hydraulic ballasting derrick, complete set of base concrete ballast, radio remote control with load-moment indicator (LMI), master controller with 114’ cable, anemometer, transport kits, (1) set of manuals. *Located in Elk Mound, WI.* Unit #DL1179MLW **POR**
- 2. Potain T85A: S/N 605074** (2015) 6.6 USt, 148’ jib with up to 30 deg. offset, 3 lattice mast inserts allowing hook heights up to 118’ (jib horizontal), SM/DM trolley & block for 2/4-part hoist reeving, complete set of base concrete ballast, radio remote control with load-moment indicator (LMI), anemometer, transport kits, (1) set of manuals. *Located in Pittsburgh, PA.* Unit #DL1188MLW **POR**
- 3. Terex/Peiner SK315 25159** (2005) 17.6 USt, 229’ jib, (11) TS212 masts, (1) TSK212 mast, WB 66-80/4F (standard) hoist winch, 2 part trolley, maintenance davit, full set steel-encased concrete counterweights, power cord, A/C, (1) set of manuals. *Located in Durham, NC.* Unit #9241 **POR**
- 4. Terex/Peiner SK315 315201** (2006) 17.6-USt, 229’ jib, (11) TS212 masts, (1) TSK212 mast, WB 66-80/4F (standard) hoist winch, 2 part trolley, maintenance davit, full set steel-encased concrete counterweights, power cord, A/C, (1) set of manuals. *Located in Durham, NC.* Unit #9543 **POR**
- 5. Terex/Peiner SK575 27022** (2004) 35 USt, 262’ jib, (11) TS213 masts, (1) TSK213 mast, WB 122-160/4F (standard) hoist winch, 2 part trolley, maintenance davit, full set steel-encased concrete counterweights, power cord, A/C, (1) set of manuals. *Located in Knoxville, TN.* Unit #8635. **POR**



TENNESSEE RISING

TOWER CRANE BUILDING BOOM HAS ALL'S
KNOXVILLE BRANCH AT EPICENTER

The building boom in the southeastern U.S. continues, and ALL Crane Rental of Tennessee, a member of the ALL Family of Companies, offers a snapshot of the region's robust construction market. The Knoxville-based branch has multiple projects active in four states, with more jobs already under contract for the remainder of the year.

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Currently, Knoxville's population is over 170,000. The University of Tennessee, located in Knoxville, has more than 27,000 students.

In 1999, The Denver Broncos won the Super Bowl, the New York Yankees won the World Series, and ALL Crane's Knoxville branch was founded.



ALL Crane Rental of Tennessee currently has eight towers up at six different projects extending north to Abingdon, Virginia, south to Huntsville, Alabama, and east to Asheville, North Carolina. Five more towers will be going up in the next four months.

The core of the branch’s work, however, remains in Tennessee. “We’re seeing population growth throughout our state,” said Billy Vaughn, general manager of ALL Crane Rental of Tennessee. “We have favorable tax rates and an excellent financial position with the best bond rating in the country and are one of the few states with a rainy day fund. Mid-sized cities east of Nashville are exploding and there are housing shortages. The result is an increase in construction across the board, but especially in mid-rise buildings between six and eight stories.”

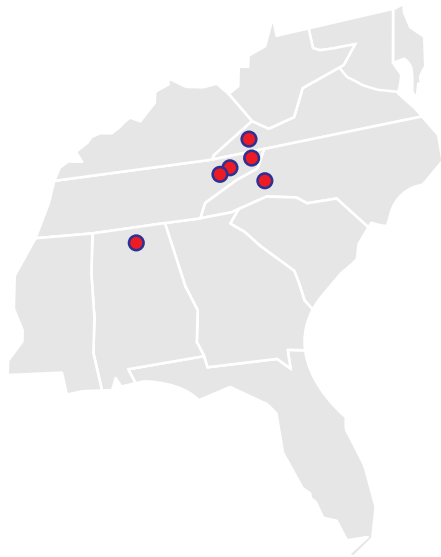
The branch is currently working on two projects at the University of Tennessee. First is a new 700-bed student



housing facility from Greystar Development. ALL’s customer is Glenn E. Mitchell Concrete. The branch is providing Peiner SK 575 and Potain MDT 219 tower cranes. The second UT project is a new 157,000-square-foot energy and environmental science research building for Christman Company. A Peiner SK 575 is on site.

“Enrollment at the University of Tennessee continues to grow, with a 23% increase in incoming freshman this academic year,” said Vaughn.

In Kingsport, Tennessee, a Peiner



SK 415 is assisting with a new capital project at a chemical plant.

In Huntsville, Alabama, two ALL tower cranes, a Peiner SK 415 and a Peiner SK 575, are helping to construct a new mixed-use walkable community with apartments, restaurants, and retail space.

In Abingdon, Virginia, a Potain MDT 219 is at work on the Washington County Courthouse project. The historical structure is getting a 28,000-square-foot addition and other upgrades from Burwell Construction to make the Civil War-era building ADA-compliant.

The final active project is a new housing project in Asheville, North Carolina’s River Arts District. The residential portion of this mixed-use space will include a six-story structure with 263 housing units and 4,500 square feet of retail and artist studio space. For this work, ALL is providing a Potain MD 485 to customer Donley’s Concrete Group.



“It’s an exciting time to be in the crane business in this part of the country.”

- Billy Vaughn, General Manager of ALL Crane Rental of Tennessee

On the horizon, Vaughn is looking forward to more attention-grabbing construction projects. Highlights include a AA baseball stadium with accompanying apartments on the first-base and third-base sides, as well as an as-yet undisclosed project in the heart

of downtown Nashville.

“It’s an exciting time to be in the crane business in this part of the country,” said Vaughn. “As more people make their homes in Tennessee and surrounding states, the demand

increases for commercial, residential, medical, and educational construction. The demand for road work and infrastructure related to the boom is keeping us busy, too.” **ALL**



In 1901, Kid Curry, a member of Butch Cassidy’s Wild Bunch, escaped from the Knoxville jail and was last seen riding the sheriff’s stolen horse across the Gay Street Bridge.

Tower crane maker Peiner was founded in Germany in 1950. Terex purchased the brand in 1998.



SHOP ALL-TERRAIN CRANES from 50-900 USt



Grove GMK4115L, S/N 4100-6042, 2013, 115 USt, Mercedes Diesel Tier 4, 8,246 Upper Hours, 3,970 Lower Hours, 67,798 KM, 197' Main Boom, 33'-56' Hydraulic Offset Bi-fold Jib, 16' Jib Insert, Aux. Hoist, Trailing Boom Kit, 20.5R25 Tires, Block and Ball, 2 Axle Boom Dolly. *Located in Hammond, IN.* Unit #10616 **\$647,000**



Terex Challenger 3180, S/N 12108, 2012, 65 USt, Mercedes Diesels, 9,831 Hours, 44,552 Miles, 164' Main Boom, 27'-52' Double Folding Swin-gaway Jib, Aux. Hoist, Battery Disconnect Switch, Outrigger Load Indica-tor, A/C, Block And Ball. *Located in Chicago, IL.* Unit #10878 **\$489,000**



Terex EX5500, S/N 35204, 2015, 140 USt, Scania Tier 4F, 5,902 Hours, 32,386 KM, 10x8x10 Drive, 196' Main Boom, 108' Jib, Aux. Hoist, 20.5R25 Tires, A/C. Block and Ball, 2 Axle Boom Dolly. *Located in Toledo, OH.* Unit #11082 **\$809,000**



Grove GMK5165, S/N 5130-7167, 2014, 165 USt, Mercedes Diesels, 6,097 Upper Hours, 3,265 Lower Hours, 43,864 KM, 197' Main Boom, 36'-59' Hydraulic Offsettable Jib plus (1) 26' Jib Inserts and (1) 20' Insert, Aux. Hoist, 20.5x25 Tires, Trailing Boom Float Kit, Alu-minum Edging, Air Conditioning, Outrigger Length Control, Working Lights, Block and Ball, 2 Axle Boom Dolly. *Located in Hammond, IN.* Unit #10951 **\$853,000**



Grove GMK7550, S/N 7450-8162, 2012, 550 USt, Mercedes Diesels, 10,318 Upper Hours, 2,686 Lower Hours, 41,204 KM, Mega Wing Lift, 197' Main Boom, 259' Luffing Jib, Heavy Duty Jib, Rigging Winch, A/C, Trailing Boom Float Kit, Boom Removal System, 20.5R25 Tires, Aluminum Wheels, Fire Suppression System, Blocks and Ball, 3 Axle Boom Dolly. *Located in Indianapolis, IN.* Unit #10604 **\$2,297,000**



Link-Belt ATC3275, S/N S2K4-4094, 2014, 275 USt, Cummins Diesels, 7,899 Upper Hours, 4,094 Lower Hours, 39,254 Miles, 223' Main Boom, 12'-40'-67' Hydraulic Jib, 156,500LB Counterweight, Aux. Hoist, Aux. Lifting Sheave, RCL Light Bar, Boom Flood Lights, Boom Launching Option, Blocks and Ball, 3 Axle Boom Dolly. *Located in Columbus, OH.* Unit #10953 **\$1,173,000**



Liebherr LTM 1500 8.1, S/N 073348, 2011, 600 USt, Liebherr Tier 3 Diesels, 10,158 Upper Hours, 3,788 Lower Hours, 53,720 KM, 276 Main Boom, 298 Luff-ing Jib, Y-Guy, 2 Winches, 20.5R25 Tires, A/C, (8) Counterweight slabs, 363,770 lbs. Total Counterweight, Additional Fuel Tank, Telma Brake, Working Lights, Liccon. *Located in Mississauga, Canada.* Unit #10485 **\$2,683,000**



Grove GMK6300L, S/N 6350-4011, 2012, 350 USt, Mercedes Die-sels, 12 x 8 x 12 Drive, 7,701 Upper Hours, 3,079 Lower Hours, 41,144 KM, 262' Main Boom, 70' Swing Away, 121' Jib w/ Inserts, Luff. Cyl, Aux. Hoist, 20.5R25 Tires, Working Lights, Boom Float Kit, Boom Removal Kit, Drum Rotation Indicator, Outrigger Length Control, A/C, Blocks and Ball, 3 Axle Boom Dolly. *Located in Pittsburgh, PA.* Unit #10522 **\$1,275,000**



NEW EQUIPMENT OVERVIEW

NEW CRANE PURCHASES ANNOUNCED IN 2023

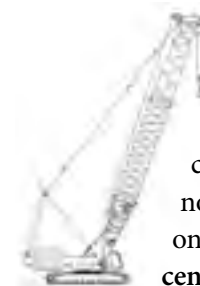


The ALL Family of Companies has announced over 40 new crane purchases so far in 2023.



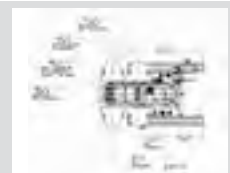
MANITOWOC MLC300 VPC

 | Lattice Boom Crawler - units purchased: ②



The ALL Family of Companies beefed up its stock of Manitowoc lattice-boom crawlers with a focus on the versatile 330-ton class MLC300 cranes. Manitowoc's proprietary Variable Position Counterweight® (VPC®) technology actively engages all counterweight and eliminates the need for passive carbody weights — weight that can now be added to the upperworks to increase capacity while retaining performance and on-site mobility. The result is **dramatically reduced transport configuration and better center of gravity** for reduced ground bearing pressures.

The Manitowoc MLC300 features a counterweight system that automatically positions the crane's counterweight as required to match lifting demands. Crane lifting capability is optimized by automatic positioning of the counterweight, which eliminates the need for carbody counterweight.






LIEBHERR LR 1250.1
LIEBHERR | Lattice Boom Crawler - units purchased: ④



LIEBHERR LR 1300.1 SX
LIEBHERR | Lattice Boom Crawler - units purchased: ④

In March, the ALL Family of Companies added eight new Liebherr lattice boom crawler cranes to its fleet. The purchase included four each of the 275-ton capacity **Liebherr LR 1250.1** and the 331-ton capacity **Liebherr LR 1300.1 SX**. Crawlers in this weight class are always in high demand, and the purchase gives additional choice to ALL customers with an affinity for Liebherr products. “In the past decade, Liebherr has made great inroads into the North American market with its service support and parts availability,” said Rick Mikut, crawler crane division manager for ALL. “Customers who get to know the brand through Liebherr all terrain (AT) cranes often develop a loyalty that extends into other categories.” These crawlers are expected to go right to work on wind farms, in industrial and energy plants, and in road and bridge work; all bread-and-butter sectors for crane rental that remain strong.

Chad Rados, project manager for ALL, points to Liebherr’s attention to detail as a benefit to users. “They’ve listened to their crane rental partners and fine-tuned every aspect of assembly to shave off 10 minutes here, 20 minutes there, and the result is you ultimately have an assembly time that is two to three hours faster than before. **That’s a cost savings for customers.**”



The LR 1250 is a newly designed crawler crane in the 250-ton class. The reinforced main boom achieves improved lifting capacities. The sophisticated jack-up and self-assembly system allows for fast setup without an assist crane.



TADANO GR-350XL
TADANO | Rough Terrain Crane - units purchased: ②

TADANO GR-550XL

TADANO | Rough Terrain Crane - units purchased: ④



TADANO GR-800XL-4

TADANO | Rough Terrain Crane - units purchased: ③



They can easily fold up, come off outriggers, and move onto other tasks quickly and efficiently.


With the market for rough terrain (RT) cranes continuing to boom, the ALL Family of Companies added nine more to its rental fleet. The new RTs from Tadano range in capacities from 35 tons to 80 tons. Included in the package are **two 35-ton GR-350XL cranes, four 55-ton GR-550XL cranes, and three 80-ton GR-800XL-4 cranes.**

These much-used utility players for construction sites are all two-axle machines for maximum maneuverability and efficiency. The five-section, full-power telescoping booms enable ease of setup which makes each unit ideal for performing multiple tasks from end-to-end of a job site. Maximum boom lengths start at 101.7 feet for the 35-ton units, go up to 113.9 feet for the 55-ton, and end at 154.2 feet for the 80-ton cranes.

“These cranes are **ideal for general construction where there’s great need for work with concrete and rebar.** They can easily fold up, come off outriggers, and move onto other tasks quickly and efficiently,” said Chad Rados, project coordinator for ALL.

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Masuo Tadano, the founder of Tadano, left Takamatsu, Kagawa, for Asahikawa, Hokkaido, to start a welding business. Captivated by the sparks of welding, Masuo Tadano was convinced that the technology would make a positive contribution to society.





LINK-BELT TCC-550

Link-Belt | Hydraulic Crawler - units purchased: ④

In May, the ALL Family of Companies added a new 20-crane package from Link-Belt, including crawlers, hydraulic crawlers, rough terrain (RT) cranes, and truck cranes.

The purchase includes four each Link-Belt LS248HSL 200-ton crawler cranes and Link-Belt TCC-550 50-ton hydraulic crawler cranes, three Link-Belt 85RT 85-ton rough terrain cranes, two each Link-Belt HTC-86110 110-ton truck cranes, Link-Belt 238HSL 150-ton crawlers, Link-Belt TCC-2500 250-ton telescopic crawlers, and one of each Link-Belt 65HT 65-ton telescopic truck crane, Link-Belt 100RT 100-ton RT, and Link-Belt HTC-8675 75-ton telescopic truck crane.



The relationship between ALL and Link-Belt dates back more than 25 years. General Manager Steve Freckmann says Link-Belt has earned ALL’s trust through decades of consistent performance and support after the sale. “All it takes is a visit to the Link-Belt factory in Lexington, Kentucky, to see the professionalism at every level of the organization,” said Freckmann. With many best-in-class cranes in their repertoire, the units across the latest acquisition are expected to find rental work with steel erectors, general contractors, and pipeline companies. “The RT85 is a solid, trusted tool in our toolbox,” said Freckmann. “Steel erectors love its great cycle times, line speed, and smooth controls.”

Link-Belt truck cranes also earn high praise. “We’ve had the HTC models in our fleet going back 25 years,” said Freckmann. “Their dependability and performance is unmatched.” **ALL**



Link-Belt's core production base and center for worldwide operations is its 812,000 sq. ft. manufacturing facility in Lexington, Kentucky. With major expansion plans over the last ten years along with continuous improvement philosophies, this facility has emerged as the most modern crane facility in North America.



LINK-BELT HTC-86110

Link-Belt | Telescopic Boom Truck - units purchased: ②



LINK-BELT TCC-2500

Link-Belt | Telescopic Crawler - units purchased: ②



LINK-BELT HTC-8675

Link-Belt | Telescopic Boom Truck - units purchased: ①



LINK-BELT 100RT

Link-Belt | Rough Terrain Crane - units purchased: ①



LINK-BELT 85RT

Link-Belt | Rough Terrain Crane - units purchased: ③



LINK-BELT LS248HSL

Link-Belt | Crawler - units purchased: ②



LINK-BELT 238HSL

Link-Belt | Rough Terrain Crane - units purchased: ②



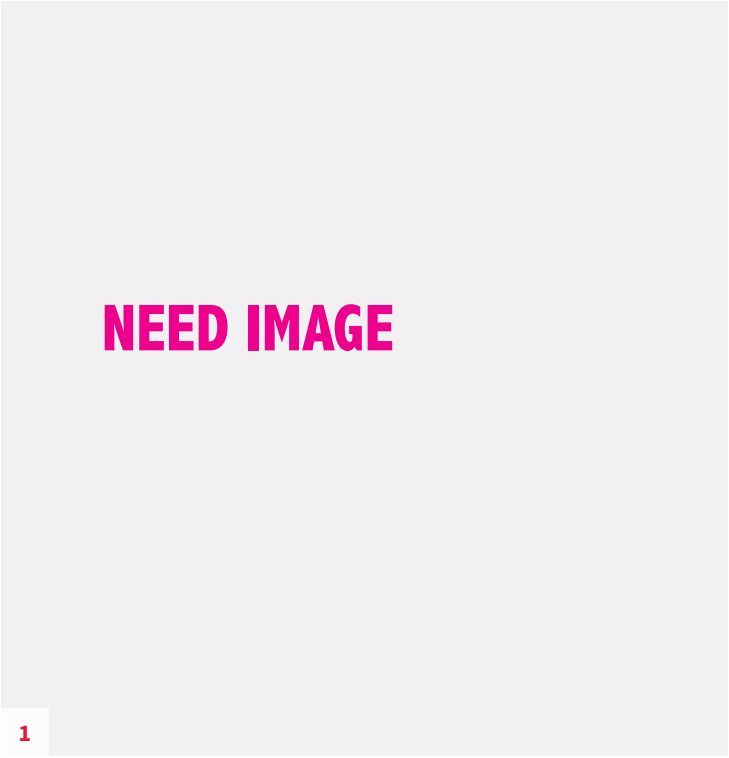
LINK-BELT 65HT

Link-Belt | Boom Truck - units purchased: ①

What exactly is a “link belt”? It’s the invention of William Ewart in 1874—a square, detachable link for a chain belt so these belts, used on harvesters, would wear more evenly and be less prone to breakage.



SHOP INDUSTRIAL CRANES from 9-25 USt



Broderson IC-200-3J, S/N 366708200, 2023, 15 USt, GM 4.3L V-6 w/catalytic converter, 50' Main Boom, 16' Jib, Four-Wheel Steer & Two-Wheel Drive, Pintle Hook, All Weather Cab (w/heater, defroster, & wiper), Strobe lights, Boom Work Lights, RCL, Hoist Drum Rotation Indicator, High Traction Tread Non-Marking 16-Ply, Block and Ball. *Located in Cleveland, OH.* Unit #11866 **\$277,000**



Shuttlelift 7725, S/N 321883, 2012, 25 USt, Cummins QSB4.5L T3 (4,321 Hours), 71' Main Boom, 17' Jib, 4X4, Catalytic Converter, Aux. Lighting Package, Enclosed Cab Package, Outrigger Monitoring System, LMI, Block and Ball. *Located in Cleveland, OH.* Unit #10551 **\$197,000**



Shuttlelift 3339, S/N 320886, 2008, 9 USt, GM 3.0 Dual Fuel (2,614 Hours), 32'10" Main Boom, 12' Jib, Outrigger Alarm System, Headlight and Taillight Grilles, Enclosed Cab, Load Indicator, Block and Ball. *Located in Hamilton, Ontario.* Unit #10139 **\$39,000**



Broderson IC-200-3H, S/N 260599200, 2014, 15 USt, Cummins QSB3.3 T4i (6,858 Hours), 50' Main Boom, 16' Jib, 2 Wheel Drive and 4 Wheel Steer, Catalytic Converter, Engine Heater, Headlight and Taillight Grilles, Strobe Light, All Weather Cab, A/C, RCL Greer, Block and Ball. New Paint. New Tires. *Located in Cleveland, OH.* Unit #10971 **\$152,500**



Broderson IC-80-3J, S/N 67132380, 2013, 9 USt, Cummins B3.3 L Diesel (5,942 Hours), 30' Main Boom, 10' Jib, Catalytic Converter, Engine Heater, 4 Wheel Steer and 2 Wheel Drive, Pneumatic 10.00 x 15 Tires, All Weather Cab, A/C, Strobe Light, Hoist Drum Rotation Indicators, RCL Greer, Block and Ball. *Located in Cleveland, OH.* Unit #10884 **\$78,500**



Broderson IC-250-3E, S/N 77438250, 2023, 18 USt, GM5.7L V8 EPA Tier II LPG Fuel Only, (88 Hours), 50'1" Main Boom, 20' Offset Jib, Four Wheel Steer and 4 Wheel Drive, High Traction Tread Non-Marking Tires, Rear Pintle Hook, All Weather Cab (Heater, Defroster, & Wiper), Strobe Light, Boom Work Lights, Rated Capacity Limiter, Drum Rotation Indicator, 4 Part Block and Ball. *Located in Cleveland, OH.* Unit #11821 **\$337,000**



Broderson IC-200-3H, S/N 265389200, 2014, Cummins QSB3.3-C100 T4 (1,612 Hours), 50' Main Boom, 16' Jib, 4 Wheel Drive and 4 Wheel Steer, Catalytic Converter, Engine Heater, Headlight and Taillight Grilles, Strobe Light, All Weather Cab, A/C, RCL Greer, Block and Ball. *Located in Nitro, WV.* Unit #10978 **\$137,000**

SHOP **BOOM TRUCKS** *from 23-60 USt*



NEW Manitex 40124SHL, 40 USt, 124' Main Boom, 2 piece Jib 30.5'–55', Radio A2B, Heat and A/C in Operator's Cab, Front Bumper Hyd Stabilizer for 360° Load Chart, 10' Steel Bed. Mtd on a Freightliner 114SD 5 Axle Chassis, Cummins X12/475 HP, Allison Trans, Federal Bridge Legal, Air Disc Brakes, 80 Gallon Fuel Tank, and MUCH MORE. (Stock Photo) Unit #R2370



NEW National NBT45127-2, 45 USt, 127' Main Boom, 31'–55' Jib, Internal A2B ATB, Updated Operator Cab, Max counter-weight package, Single Front Outrigger, and much more. Mtd on a Peterbilt 567 Chassis, X-15/500 HP, 18-Speed UltraShift Plus Trans, Federal Bridge Legal, 100 Gallon Fuel Tank with Heater, and MUCH MORE. Multiple Units Available throughout 2023. *EXW Richfield, OH.* (Stock Photo) Unit #R2380



NEW Manitex 30112S, 30 USt, 112' Main Boom, Jib Ready, Front Bumper Hyd Stabilizer for 360° Load Chart, Free Swing Option, A/C in Operator Cab, Out & Down Outriggers, and Extra Control Valve for an accessory. Mtd on a Peterbilt 567 Chassis, X15/500 HP, UltraShift Trans, 100 Gallon Fuel Tank, 20K FA, 46K Tandem, Air Disc Brakes, Zinc-Coated Frame Rails, and MUCH MORE. (Stock Photo) Unit #R2299



NEW 2024 National 13110A, 30 USt, 110' Main Boom, Jib Ready, 18"8" Steel Treadplate Deck, A/C in Operator Cab, Single Front Outrigger. Mtd on a Peterbilt 567 Chassis, X15/450 HP, Allison 4500 Transmission, 20K FA 46K RA 80 Gallon Fuel tank, Backup Camera, and MUCH MORE. (Stock Photo) Unit #R2372



USED 2019 Manitex 50128S, 50 USt, Riding Seat Crane, 128' Main Boom, 32'-49' Jib, Front Bumper Stabilizer for 360° Load Chart, A/C & Heat in Tilting Operators Cab, Mtd on a 2019 Peterbilt 567 with ISX12 500 HP Engine and Eaton 8LL 10 speed transmission. 42,628 miles, 1,532 Hours. Unit #U2398



NEW Manitex 35124C, 35 USt, 124' Main Boom, 31' Jib, Front Bumper Stabilizer for 360° Load Chart, Out & Down Outriggers, Oil Cooler, and Continuous Rotation. Mtd on a Freightliner 114SD, Cummins X12 500 HP, Allison 4500 Trans, 100 Gallon Fuel Tank, Air Disc Brakes, Federal Bridge Legal, and MUCH MORE. (Stock Photo) Unit #R2387



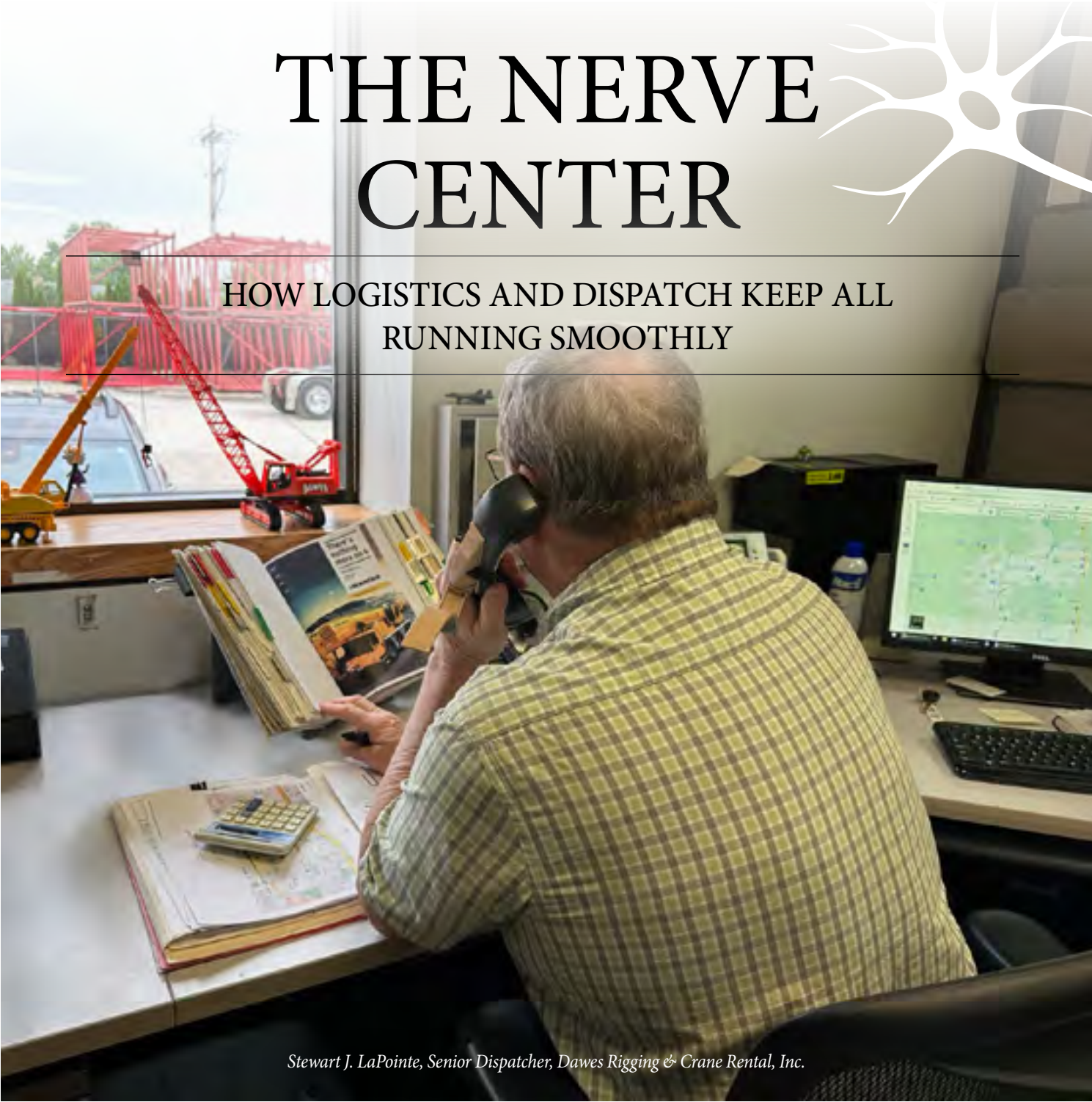
NEW 2023 National NBT30H2110, 30 USt, 110' Main Boom, Jib Ready, Front Bumper Stabilizer for 360° Load Chart with Out & Down Outriggers, Oil Cooler, 30" bulkhead, and Backup Camera. Mtd on a Peterbilt 567 chassis, Cummins X15/450 HP, Allison 4500 Trans, 66,000 lb GVWR, Locking Rear Axles, and Wheel Ends, Alum Wheels, 80 Gallon Fuel Tank, and MUCH MORE. Unit #R2337



NEW National 8100D, 23 USt, 100' Main Boom, Jib Ready, Front Bumper Stabilizer for 360° Load Chart, Oil Cooler, and 22' Super-Duty Wood Bed. Mtd on a Freightliner 114SD, Cummins X12 455HP, Allison 4500 Transmission, Aluminum Wheels, and MUCH MORE. (Stock Photo) Unit #R2391



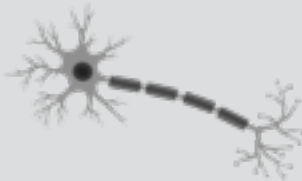
NEW National NBT60XL, 60 USt, 151' Main Boom, 36' Able to Offset Lattice Jib, and Internal A2B. Mtd on a Peterbilt 567 5 Axle Chassis, X15, Allison 4700 Transmission, and MUCH MORE. (Stock Photos) Unit #R2382



THE NERVE CENTER

HOW LOGISTICS AND DISPATCH KEEP ALL RUNNING SMOOTHLY

Stewart J. LaPointe, Senior Dispatcher, Dawes Rigging & Crane Rental, Inc.



Believe it or not, there are over 7 trillion nerves in the human body. Our logistics team calls upon many of them in the performance of their jobs.

Every day, the ALL Family of Companies deploys hundreds of cranes to hundreds of job sites across its 33-branch national footprint. The work these machines do builds the nation bit by bit, from new skyscraper construction to bridge and road work to wind farms, power gen, petro/chemical plant upgrades and maintenance, and everything in between. Rentals can range from tower cranes needed at construction sites for the better

The life of a logistics team member is one of constant activity. In fact, it's been described as "fielding calls for a future project while securing permits for a job next week, and at the same time prepping a crane for delivery that day." ALL's logistics teams make up the nerve center of a massive North American operation that defines the phrase "a lot of moving parts." This is their story.



Timing is Everything
Being in logistics means existing in several timelines all at once. Today, you are answering calls about new jobs that won't happen for several weeks. But you are also getting trucks and cranes ready now for delivery to job sites you first answered a call about several weeks ago. You're also getting permits for jobs coming up in a week or so. "That's the best time to initiate permitting," said Stew LaPointe, senior dispatcher for Dawes Rigging & Crane Rental in Wisconsin. "It gives the governing body enough time to go through its machinations, but beginning the process any sooner could result in your request falling to the bottom of a pile somewhere."

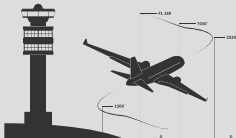
part of a year, to crawlers and ATs needed for days, weeks, or months, down to the daily taxi fleet that might handle multiple job sites in a single day. Did you ever wonder how all of these cranes get to all of these places on time and precisely delivered? Probably not, and that's the way it should be. For a company like ALL, whose specialty is renting cranes, the process should appear seamless and easy to its customers. But in fact, it's the people of ALL's dispatch and logistics departments who make it all happen.

Mark Jennings, dispatcher for ALL Sunshine Crane Rental Corp., ALL's Orlando branch, says he might talk to 20 different people in a day. "Communication is key in this role," said Jennings. "I'm constantly talking to T.J. [Wicklender, the branch's general manager], I'm in touch with the sales team, I'm fielding calls from customers about a last-minute schedule change at their jobsite, I'm working with the trucking department about routing."

The ALL Family has invested in fleet management software and logistics is plugged into that (along with virtually every

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Keeping ALL's trucks and cranes on the move and routed correctly is akin to the work air traffic controllers do with airplanes. Think of it as "ground traffic control."



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other department across the family; for example, service and maintenance uses it to track working equipment). Projects come to dispatchers through the customer relationship management (CRM) arm of the fleet management system. It feeds into the desktop system, where dispatchers issue job tickets that are pushed out to operators, oilers, and truck drivers through an app on their respective mobile devices. The system helps keeps everyone on the same page.

However, sometimes information is flying so fast and furiously that some dispatchers do reach for pen and paper.



Permits, Permits, Permits

Permits are a big part of a dispatcher’s job. Delivering a crane to a job site can take a dozen truckloads or more, and every roadway those trucks will travel on might require a separate permit. In Greater Chicago, permitting can range from easy —maybe the crane is small enough that it won’t require any permitting at all (although this a rarity)—to the complex. For example, a single transport will frequently require permits from multiple jurisdictions: state, Illinois Tollway, county, city, and local.

Once a crane has arrived at its destination, the need for permits can continue. LaPointe says urban construction brings an added layer of permits. “Any time you have to set up a crane on a city street, you require permits from the city to shut down lanes of traffic,” said LaPointe. “Or if the crane might swing into



a street when making its moves; if the counterweights might break the plane of the street. It makes perfect sense. We’re all about safety. But it’s something we have to be aware of before we send a crane downtown.”



The Logistics Hall of Fame was founded in 2003 in Germany. You can visit the Hall’s “virtual pantheon” at www.logisticshalloffame.net.

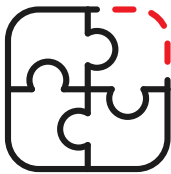
logos, then send them on their way.”

His other vital function is to provide strategic support to other ALL branches. ALL is well known for its ability to pull equipment from other yards and send it where it is needed. “The excellent and capable GMs and dispatchers across the ALL Family are often able to handle this distribution of resources between themselves,” said Hill. “But if they run into problems, that’s why I’m here.”

ALL’s fleet management software is crucial to daily operations in every ALL dispatch center. “But we’re big enough, we can start crossing each other,” said Hill.

As a bolster, Hill sends out a daily load board to all GMs and dispatchers. At a glance, everyone can see which equipment and trucks are going where on a daily basis. Hill also gets involved when a large crane needs to shift from one yard to another and when many cranes need to route to one job site.

He also manages his own local team of four in dispatch, as well as four city truck drivers and 12 road drivers.



Staying Organized

Mark Jennings in Orlando, Florida said inherent organizational skills are a must to be successful in logistics, a sentiment echoed by others interviewed for this story. “Every day is a new puzzle,” said Jennings. “You either rise to the challenge or fall. I think you’ll find most people doing this job enjoy bringing disparate pieces together to form a cohesive whole.”

When asked if he wished more people understood everything involved in getting cranes and personnel to the scene of a spectacular lift, Jennings’ response was immediate. “I’ve never even thought about it,” said Jennings. “Here, we all act as a team: the GM, sales, dispatch, maintenance, oilers, and operators. All of us work together toward a common goal. It’s never about who gets the credit. It’s about getting the job done.” **ALL**



Keeping Your Eye on the Ball

Jimmy Hill is the senior logistics manager for ALL Erection & Crane Rental, ALL’s flagship branch in Cleveland. In addition to daily duties keeping Northeast Ohio trucks and cranes headed to their proper destinations, he has other responsibilities. For one, he heads up the purchasing of all trucks and trailers for the whole of the ALL Family. “They all come through here first,” said Hill. “We service them, get them painted and outfitted with

There are no national wide load permit standards. It’s left up to each state and often individual communities.



SHOP CRAWLER CRANES from 6,210 lbs-660 USt



Link-Belt LS138H-5, S/N N9J7-9558, 2007, 80 USt, Mitsubishi 6D16 Tier 2 (12,019 Hours), 150' Main Boom, Rooster Sheave, Free Fall, Block and Ball. Located in Cleveland, OH. Unit #DL1092MLW **\$297,000**



Link-Belt LS218HSL, S/N N6K4-3801, 2014, 100 USt, Isuzu 6hk1Tier 4i (9,685 Hours), 150' Main Boom, 3rd Drum, Free Fall, Block and Ball. Located in Kaukauna, WI. Unit #10892 **\$675,000**



Terex HC165, S/N FF0395, 2015, 165 USt, Cummins QSC8.3 (6,665 Hours), 200' Main Boom, 3rd Drum, Hammerhead Tip, Free Fall, Heavy Counterweight, Block and Ball. Located in Tampa, FL. Unit #11138 **\$853,000**



Link-Belt TCC750, S/N R8K0-1879, 2010, 75 USt, CAT C6.6 (16,409 Hours), 115' Main Boom, 33'-58' Bifold Jib, Aux. Hoist, Block and Ball. Located in Chicago, IL. Unit #10341 **\$295,000**



Maeda MC285-2, S/N P01690, 2018, 6,210 lb Capacity, Briggs and Stratton Gasoline Engine (463 Hours), LPG Fuel System, 28'1" Main Boom, Searcher Hook (1,870 lbs Cap.), 30' Slim Body, 12 Position Outrigger System, LMI, 360° Swing, Remote Control. Located in Tampa, FL. Unit #11302 **\$73,500**



Manitowoc 16000, S/N 16001080, 2008, Cummins QSX15 (12,200 Hours), 295' Main Boom, MAX-ER Prep, Auxiliary Drum Prepped, Series 3 Counterweight, A/C, Wind Anemometer, Cold Weather Package, Upper Boom Point, Block and Ball. Located in Pittsburgh, PA. Unit #10221 **\$1,675,000**



Manitowoc 18000, S/N 18001049, 2008, 660 USt, Rebuilt Cummins QSX15-600 (1,300 Hours), 300' Main Boom, Full Counterweight, Cold Weather Package, MAX-ER Prepped, Self Erect, Wind Anemometer, Block and Ball, New Paint. Located in Cleveland, OH. Unit #10107 **\$2,695,000**



Link-Belt TCC1100, S/N S1K2-2640, 2012, 110 USt, Cummins QSL9 (9,696 Hours), 150' Main Boom, 10'-31'-55' Jib, Aux. Hoist, Single Axis Controls, Aux. Lifting Sheave, RCL Light Bar, Block and Ball. Located in Toledo, OH. Unit #DL1146MLW **\$698,000**

TRY... AND SUCCEED

TRY AUTO, ALL'S AUTHORIZED RESELLER OF TRUCKS, TRAILERS,
AND MISCELLANEOUS EQUIPMENT, MARKS 45 YEARS



TRY Auto Sales headquarters is almost a full mile of frontage that's highly visible along Interstate 71, with even more real estate in which to expand.



TRY
AUTO SALES

TRY Auto is the only authorized reseller of trucks, trailers, and miscellaneous equipment used by the ALL Family of Companies. More than that, it is home to expert fabrication and remanufacture capabilities that result in like-new stock for the resale market. Founded in 1978, the enterprise celebrates its 45th anniversary in 2023.

We spoke with TRY sales and finance manager Marty LaCava about the milestone, how TRY benefits its customers, and why TRY still might be the best kept secret of the ALL Family of Companies.

Q: What kinds of equipment does TRY sell?

When you buy from TRY, you get a wide selection of one-owner trucks, trailers, and equipment that are the best-maintained available in the reseller market. Product includes Peterbilt tractors and Landoll trailers as well as fleet cars, trucks, and SUVs; and the occasional forklift and miscellaneous parts and equipment.

Q: Where does the stock come from?

We're a liaison to every ALL yard across North America. That's 33 branches we're drawing from, so there's always new-to-us stock coming in.

Q: In what way is TRY the best kept secret of the ALL Family of Companies?

When someone thinks of ALL, they think of cranes. That's understandable; the cranes are the star of the show. But an organization as big as the ALL Family also uses plenty of other equipment. The biggest category—after cranes—is trucks and trailers that we use to haul and deliver cranes. It's been said that ALL has so many trucks and trailers that it would count as the nation's fifth-largest trucking company. When ALL buys new

trucks and trailers, they sell off some of the older stock. That is TRY's bread and butter. But beyond that, we also resell ANY non-crane equipment formerly used by the ALL Family. So, while many people might think ALL just rents and sells cranes ... we're a part of ALL and we sell just about anything but cranes.

*ALL has so many trucks and trailers,
it would count as the nation's
fifth-largest trucking company.*



Q: What value does TRY bring to customers?

The single-owner aspect of our stock is attractive. I think even more so because of who that single owner is: ALL. ALL's reputation for maintaining its equipment in like-new condition is well known. So, while we're reselling previously owned stock, it still holds tremendous value for the buyer.

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22,000 sq. ft

Spread across three buildings, TRY has 22,000 square feet of workshop space that houses our own custom fabrication and remanufacturing facilities and a paint shop.

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Q: Describe TRY’s value-added services.

We have 22,000 square feet of workshop space spread across three buildings with additional construction gearing up right now. We have a huge amount of real estate in which to expand. It’s almost a full mile of frontage that’s highly visible along Interstate 71. With our custom fabrication and remanufacturing capabilities, as well as our own paint shop, we offer in-house services that others simply can’t match. It allows us to take vehicle stock that might have wear-and-tear on the chassis and engine and bring it back to like-new condition. We not only have ALL’s own robust parts procurement operation behind us, we can fabricate our own replacement parts when necessary. These capabilities enable us to us to truly work wonders giving equipment new life. The before and after photos of our projects tell the story.

Q: Who’s your ideal customer?

Broadly, it’s any business that needs what we’re selling. I’d like to see more entities considering us when they have trucking and equipment needs. We do have special expertise selling to construction and excavation contactors as well as agriculture and independent fabricators. In addition to our regular business, we also occasionally sell via auction.

Q: What’s your professional background?

I began my career in the car business, but was soon drawn to heavy trucks. They’re critically important to U.S. commerce and it was an industry I wanted to be involved with. It culminated with me eventually managing a five-state fleet of corporate trucks, approximately 2,000 units. Then I joined ALL. I was on the crane side of things for a decade; first on the road laying out cranes, then transitioning to dispatch, overflow, and billing. Immediately prior to joining TRY, I was a sales specialist at ALT Sales Corp. Add it all up, and it’s more than four decades in the equipment industry, including extended service in fleet management, sales, and dispatch.

Q: What are your thoughts on 2023 marking the 45th anniversary of TRY Auto?

I think of it in terms of the whole of the ALL Family. We’re an organization that values longevity and consistency. The mother organization will always have 14 years on us, since it was founded in 1964, but 45 years feels substantial. TRY is a worthy addition to the legacy. I think it also signifies that we do business the right way. That’s the only way you survive in any market. We’re still big believers in face-to-face customer interaction. It’s those personal relationships that help a business thrive into its fifth decade and beyond. **ALL**



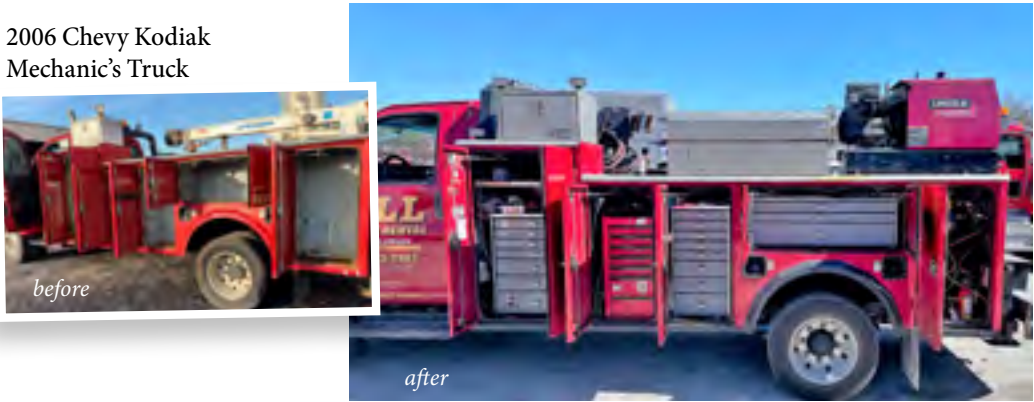
The year was 1978: The world was introduced to Grease, Reese’s Pieces, Superman The Movie, Van Halen, Garfield the Cat, and of course, TRY Auto.

TRY Auto Before & Afters

1982 Auto Car Heavy Hauler



2006 Chevy Kodiak
Mechanic’s Truck



You never know what you might find at TRY. Product includes Peterbilt tractors and Landoll trailers as well as fleet cars, trucks, and SUVs, and the occasional forklift and miscellaneous parts and equipment.



NEW EQUIPMENT: Choices and Service Mean Leadership

Demand for owned cranes is at an all-time high driven in part by limited new crane availability and price increases due to higher raw material costs and supply chain delays. As a new equipment dealer, the ALL Family offers a direct link between customers and virtually any type of lift equipment, including cranes, aerial lifts, boom trucks, and

industrial/carrydeck cranes. Plus, because of the scale of our enterprise, we are fortunate to have stock on high-demand equipment. Reliability, quality, parts, and service: These are the pillars of our business. Because integrity isn't only in the transaction, it's how we build generational relationships with our customers.



ALT Sales Corp. offers the best names in new and used equipment, including boom trucks, articulating boom trucks, service trucks, tractors, and trailers. As a recognized Elite Dealer for National Crane, they've proven that they are customer-focused and can provide excellent service and access to parts after the sale.

Pictured: 2023 National NBT45142-2 Boom Truck



Full-line dealer for Broderson Carry Deck Cranes, including multiple sizes and capacities, and optional equipment for customization.

NEW Broderson IC-200-3J Carry Deck Crane

Ideal for lifting materials that require a compact low-profile crane that can clear overhead obstacles and maneuver in tight spaces, the Broderson IC 200 is extremely popular because of day-in-day-out performance and versatility. Precision controls and heavy-duty design to pick and carry heavy loads, coupled with the steering flexibility to maneuver in tight spaces, provide the versatile operating performance you expect from heavy-duty Broderson Carry Deck Cranes.



- Capacity on Outriggers..... 30,000 lbs (13,608 kg)
- Pick and Carry Capacity ... Up to 17,000 lbs (7,711 kg)
- Maximum Tip Height..... 73' 10" (with Boom Ext.)
- Max Horiz. Reach 66' (1.7 m)
- Height..... 8' (0.2 m)
- Width..... 7' 10-1/2" (2.4 m)

Members of the ALL Family are authorized dealers for many popular brands of cranes, boom trucks, aerial boom and scissor lifts, as well as telehandlers and trailers.



- TOWERS: SAM MOYER, GM ALL TOWER CRANE, LLC / SAM.MOYER@ALLCRANE.COM / 330.734.6988
- AERIALS: KRIS KASPAREK, GM ALL AERIALS, LLC / KRIS.KASPAREK@ALLCRANE.COM/ 330.558.8290
- BOOM TRUCKS & TRAILERS: JOSH DOYLE, GM ALT SALES CORP. / JOSH.DOYLE@ALLCRANE.COM / 330.558.8292

Link-Belt CRANES

Link-Belt cranes represent a large portion of our rental fleet nationwide. Because we believe so strongly in the superior brand, we are an exclusive dealer in Wisconsin as well as portions of Michigan.

- 2023 TCC-500
- 50 USt capacity
- 115' boom length
- Compact profile for “go anywhere” conditions

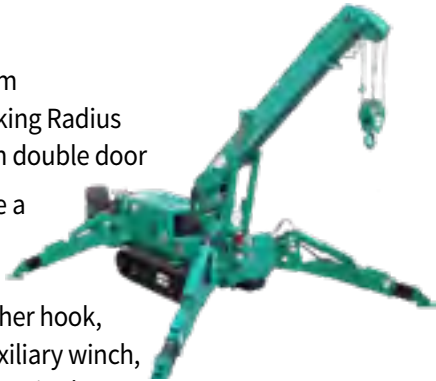


Full line dealer of Maeda - the most compact cranes in the industry. Powerful productivity features on fit-anywhere bodies.

Maeda MC405C

- 8,480 lb Lift Capacity
- 54.5' Five-section Boom
- 52.4' x 500 lb Max Working Radius
- 55" Wide—Fits through double door

Maeda mini cranes have a number of optional attachments, including an electric motor, searcher hook, non-marking tracks, auxiliary winch, and the vacuum glass manipulator.



SKYJACK™

- 2023 SKYJACK SJ1256 THS — 12,000 lb Capacity, 56'3" Lift Height, 42'6" Forward Reach, Axle Mount Outriggers, Solid Filled Tires.
- 2023 SKYJACK SJ1056 THS — 10,000 lb Capacity, 56'3" Lift Height, 42'6" Forward Reach, Axle Mount Outriggers, Solid Filled Tires.
- 2023 SKYJACK SJ843 THS — 8,000 lb Capacity, 43'4" Lift Height, 28'7" Forward Reach, Solid Filled Tires.



VIDEO CASE STUDY

IN YOUR OWN BACKYARD

ALL HELPS SET TEMPORARY BRIDGE
FOR ITS OWN FLAGSHIP CRANE YARD



This is a placeholder still from the video.
In the final DigiMag, the viewer will click to play the video.



The Old Rockside Road Bridge was built in July 1960 and was the only route in and out of the seven-acre commercial/industrial area west of the Cuyahoga River, including the northernmost rail depot for the Cuyahoga Valley Scenic Railroad and the ALL Family corporate headquarters and flagship yard.

ALL’s 40-acre flagship yard

in Independence, Ohio, just south of Cleveland, has the fabled Cuyahoga River running through it. Late last year, Cuyahoga County began a replacement project for the bridge that spans the river. In the meantime, a temporary bridge will be in place for approximately 18 months.

Who better to pick and set the temporary bridge than the crane rental company that’s located right there? ALL used one of its own Liebherr LTM 1650-8.1 all-terrain cranes to assist general contractor Kenmore Construction in setting a 340-ton, 200-foot Acrow temporary bridge.

Often used in military applications, these modular bridges are typically assembled on one side of a body

of water then simply pushed or slid over to the other side by a bulldozer or other close-to-the-ground equipment. Site limitations prevented use of that method in this case. Instead, the crane was positioned on the east side of the span, reached across the waterway, and pulled the bridge into position. An excavator on the west end fed the bridge, which was on heavy rollers, toward the crane.

“This was too long of a span, too heavy, and at too high of an elevation to use the conventional method,” said Brian Meek, ALL sales representative. “The excavator could only push it halfway.”

Meek credits the team at Kenmore Construction for planning and attention to detail, particularly the

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The Liebherr LTM 1650-8.1 was unveiled in 2019 as the successor to the LTM 1500-8.1, the best-selling large crane of all time



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engineering work on the reaction chart. “At first hook, the crane was only holding 1,000 pounds. But by the end, it was at 170,000 pounds,” said Meek. “So, as you’re booming toward the crane, you’re gaining weight.”

It created a unique scenario, as typical crane lifts require consideration for the weight and capacity as the boom moves away from the crane.

“We needed a crane with far reach, a lot of headroom for the rigging, and the ability to finish close with a minimum radius,” said Meek.

Meek estimates he spent five or six hours plugging various cranes into his computer-simulated lift plan before he arrived at the perfect equipment for the job: the Liebherr LTM 1650-8.1. Its 770-ton capacity kept the bridge well within safe capacity percentages, and its 263-foot boom length had plenty of reach (the lift needed only 170 feet of boom).

“Although the boom length stayed the same for the entire lift, we needed the Liebherr Y-guying attachment due to the weight the crane took on about halfway through the lift,” said Meek. “It was a heavier weight at a farther radius. It was the most critical range during the lift, so we added the attachment.”

The excavator cantilevered the bridge past the west abutment. Once the bridge broke 100 feet, the crane started to take weight. Due to the precise planning and proper crane selection, the lift took just under an hour to accomplish. **ALL**



“
At first hook, the crane was
only holding 1,000 pounds.
But by the end, it was at
170,000 pounds.”

- Brian Meek, ALL Crane Sales Rep.



In the 1970s, many Cleveland businesses needed extra office space for their downtown Cleveland offices. The Rockside corridor was developed into offices and numerous hotels to help downtown Cleveland.



Liebherr credits its founder, Hans Liebherr, with developing the first tower crane in 1949 to help rebuild post-war Germany.

SHOP **BOOM & SCISSOR LIFTS** *from 10-185 ft*
AND **MATERIAL HANDLERS** *from 5,500-20,000 lbs*



Taylor TC400L, S/N S-D3-24286, 1996, Cummins 6B5.9-C (4,940 Hours), 8' Forks, New Cushion Tires, New Paint. *Located in Cleveland, OH.* Unit #8191 **\$83,500**



Skyjack SJ843, S/N 87110861, 2017, 8,000 lb Capacity, Deutz DSL, Foam Filled Tires, 4x4, Enclosed Cab. *Located in Lima, OH.* Unit #11233 **\$75,000**



Skyjack ZB2044, S/N 85800116 2016, 20,000-lb Capacity, Cummins Diesel, Foam Filled Tires, 4x4, Enclosed Cab. *Located in Kaukauna, WI.* Unit #11205 **\$175,000**



JLG G9, 2015, 9,000 lb Capacity, Foam Filled Tires, Cummins Diesel, 4x4, Enclosed Cab. Unit #11095 **\$87,000**



JLG G10-55A, S/N 0160053533 2013, 10,000 lb Capacity, Cummins Diesel, Foam Filled Tires, 4x4, Enclosed Cab. **\$72,000**



Genie Z-135/70, S/N Z13508-744, 2008, 135' Platform Height, Deutz DSL, JIB, Generator, Foam Filled Tires, 4x4. *Located in Richfield, OH. (Stock photo)* Unit #K2156 **\$40,000**



JLG 600S, S/N 0300197570, 2015, 60' Platform Height, Deutz Diesel, SkyPower, Foam Filled Tires, 4x4. *Located in Madison, WI.* Unit #K2759 **\$69,000**



Skyjack SJ8243, S/N 343828, 2007, 43' Platform Height, Nissan Dual Fuel Engine, 4x4. *Located in Richfield, OH.* Unit #K1869 **\$8,500**



Hy-Brid HB-1430, S/N D02-11829, 2016, 14' Platform Height, DC, Non-Marking Tires, 2x4. *Located in Richfield, OH.* Unit #K3015 **\$5,000**

SHOP TRUCKS & TRAILERS



1

Ford F550 Super Cab, 2013, 11' Stahl Body, Fifth Wheel Hitch, ALL NEW Doors. We Purchased New, ONE OWNER. Fleet MAINTAINED, Auto Trans, Pwr Windows, Pwr Locks, Tilt Steering, Speed Control, Stereo CD. Unit #X1323 **POR**



2

Talbert T4BDW-45-HRG-1-T1, 2007, Talbert 45t Beam Trailer, Fully Refurbished. We Purchased New. Ready to Work. Sold as is, Inspections are welcome. Unit #X425 **POR**



3

Landoll 455B-48, 2015, We Purchased New. Ready to Work. 30,000 lb., Warn Winch Aluminum Wheels. Wireless Remote, Cable Roller, Guides Pressure, Guard air inflation, Strobe light package, Hot Dip Galvanized, Inspections are welcome. Unit #X2038 **POR**



4

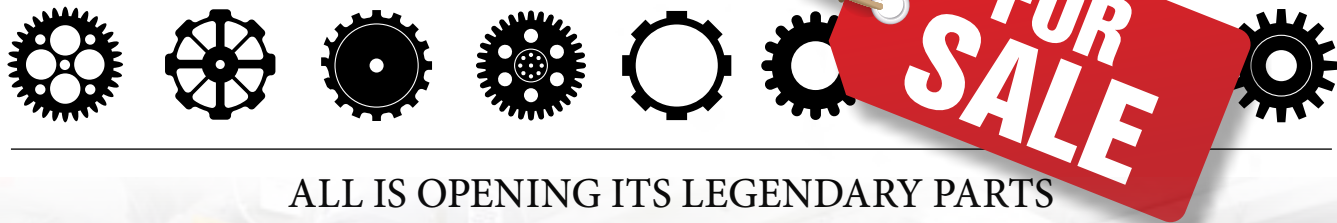
Peterbilt 388, We Purchased New. Cummins ISX 485HP Fuller, 13 Speed Transmission, Cab Air Ride, Alcoa Alum Wheels, 100 Gallon Fuel Tank, Power Windows, Power Locks, Gauge Lighting Options, Premium Seats, Jerr-Dan 28' 15 USt Steel Transporter, Roll Back SN 94835, Watson & Chalin Pusher, SL119068T HD Frame, Full Steel Liner, Front Axle, Dana Spicer, 14,600 Alum Drums, Rear Brakes, Peterbilt Air Trac, 40,000lb Rear Axle, 40,000lbs. and Much More. Sold as is. Inspections Welcome. **POR**



5

Transcraft 45ft Drop Deck, 75 USt, 1976 Transcraft, 75 USt Drop Deck Trailer, 34' Lower Deck, 11' Top Deck, 96" Wide, 1TC-45 Spring Suspension, Clean and Ready to Work. Inspections are welcome. Sold as is. Unit #TL126CHI **POR**

PARTS



ALL IS OPENING ITS LEGENDARY PARTS
DEPARTMENT'S DOORS TO THE CRANE INDUSTRY



250,000+

With over 250,000 aftermarket parts ready for order, ALL's comprehensive crane parts stock helps customers avoid downtime and keeps equipment operating at full capacity for as long as possible.

MEET NEW PARTS SALES MANAGER JORDAN NESSMITH



The ALL Family of Companies has a well-earned reputation as a crane rental powerhouse. But in fact, rentals are only part of the ALL story. Sales have always been part of ALL's DNA. We're an authorized dealer for sales of new cranes from names like Kobelco, Skyjack, and Maeda. We sell best-maintained used cranes from our own fleet.

And now, we're selling parts.

Jordan Nessmith is our newly appointed parts sales manager, tasked with growing sales of our surplus new, used, and reconditioned parts from top manufacturers straight from our own legendary parts department.

Jordan first came to ALL as the parts manager for ALL Crane Rental of Florida (the Tampa branch) then transferred to ALL Crane Rental of Georgia in Atlanta, Georgia and served the same role there. He is still based in Atlanta but now spends much of his time traveling to ALL branches across the country.



We spoke with Jordan about his new role and about what ALL's involvement in parts sales means for the crane industry.

Q: Why is now the right time for ALL to start selling parts?

ALL is well known for the redundancies built into its parts department, going so far as to carry a spare engine for nearly every crane in the fleet. That tells you how serious we are about parts. We like to say we have more than 100,000 parts in stock at any given time. I've discovered it's actually closer to 250,000. Many of those are for units we no longer have in the fleet. Because ALL has committed to having the newest fleet, we rotate models quickly, so we have surplus parts for relatively newer equipment alongside the older machines. We needed a way to liquidate these parts and we feel that we can offer something to the market that no typical third-party seller can match. So, we're presenting them for sale to crane owners worldwide. We're able to help other crane owners while liquidating our own stock of surplus parts. It's a win-win.

Q: What can ALL offer that third-party sellers can't?

When it comes to parts, the ALL advantage is twofold. First, we have thousands of parts in new or otherwise excellent condition just waiting on our shelves. There are no supply chain issues

here. Next, we have a unique knowledge base that is going to propel our parts customers forward. We can sell for less than OEMs, but our real advantage is that we're crane owners ourselves, so we have a deep understanding of all these parts. That consultative relationship is something that other third-party sellers simply can't match. You no longer even have to know what part you need. Describe the problem, and we'll help you get what you need.

Q: Are these parts available only to customers who rent ALL equipment?

You do not have to be an existing customer of ALL to buy parts from us. We're here for any crane owner.

Q: Who are your ideal customers?

We're targeting anyone who owns a crane that we have parts for. It's a long list and includes companies with smaller crane fleets, maritime/barge-based construction, bridge contractors, tree services, and overseas companies that work with older cranes, which is common throughout South America. We'll even sell to

continued on page 48

Craneparts.com is populated with a choice selection of our assemblies and components, including engines, blocks, jibs, sheaves, rooster sheaves, hoists, and holdback frames.



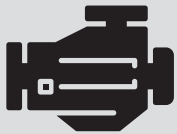
continued from page 47

competitors in the crane rental space if they need our help.

*I think it's fair to say
we're leading the way.*

Q: Is this unique in the crane industry?
I think it's fair to say that we're leading the way. You don't see many rental houses doing this. Some will purge parts as a tax write-off or unload them to a third-party reseller. We're taking the time to meet the needs of an underserved market in a way that is more hands-on with excellent customer service and support.

Q: Is the new parts support or system available at all ALL branches, at just some, or online?
Craneparts.com, our longtime dedicated parts website, is the gateway. Everything is being uploaded there. Potential buyers can also email inquiries to parts@allcrane.com or call one of our 33 branches and talk to a parts professional. **ALL**



Why so many parts? Because ALL wants its service technicians well-equipped to get rental cranes back on the job ASAP. Now, surplus parts are for sale to you.

Parts manager Jordan Nessmith got his start in his family's Florida printing business, eventually gaining experience in procuring supplies and managing truck and rail deliveries.



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Uptime is the name of the game, and our reputation for service and maintenance is unequalled. It is demonstrated every day by the industry’s most reliable and diverse fleet. We have more than 100,000 factory parts in stock, including a backup motor for every model of crane in our fleet, so we’re ready for any eventuality. Visit [craneparts.com](https://www.craneparts.com) to see a wider selection as we continue to add parts and engines for sale.



FROM BOLTS TO BOOMS.

LOOKING FOR PARTS? ALL HAS OVER 100,000 PARTS ON THE SHELF.



Manitowoc 4100W Drum
Part Number: 0497682, Condition: New Fits
Crane Models: 4100W, 2 Available **POR**



Manitowoc Pump Sheave
Fits 4100W **POR**



Manitowoc 4100W Pump
Part #5832800, Fits: Models 4000W **POR**



Rebuilt Terex Swingbox
Rebuild swingbox for Terex TC2000/3000.
Made by Gear Products Inc. **POR**



Cummins QSL
CPL 8647, 325 HP @ 2100. Backup engines stored
in warehouse – never used. SN 46790496, Fits:
Terex RTC-230 **POR**



Deutz BF4M2011
65KW @ 2800, 720 lbs BF4M2011 **POR**

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DAWES MILESTONES

75 years of SC&RA ... 45 years of GM Steve Freckmann



The Specialized Carriers & Rigging Association (SC&RA) started with just eight charter members back in 1948; and Dawes Rigging and Crane Rental, a member of the ALL Family of Companies, was one of them. Dawes was recently given a 75-year longevity award from SC&RA in recognition of the milestone.



Today, SC&RA has 1400 member companies located in nearly 50 countries. Dawes general manager Steve Freckmann is a longtime believer in the value of SC&RA, including a decade and a half serving on various committees, with a chairmanship of the Crane & Rigging Group and a three-year term on the board of directors. He currently serves on the Crane & Rigging Group Labor Committee.

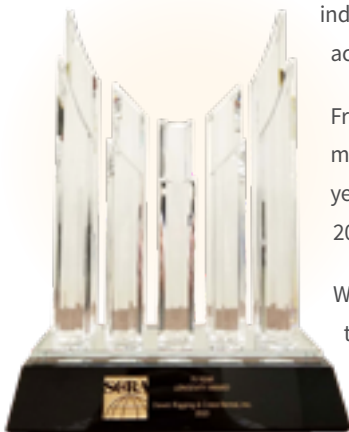
“From the networking opportunities SC&RA provides, to ongoing programming, to legislative and regulatory advocacy at the state and federal levels, no other organization has done more to advance our industry,” said Freckmann. “It is truly the central hub of information and action that moves all of us in this business forward.”

Freckmann, who followed in his father’s footsteps as a longtime general manager of Dawes, is reaching a milestone of his own at the end of the year. He’ll be retiring after a lifetime dedicated to the crane industry. 2023 marks his 45th year with Dawes.

We’ll have more on Steve’s remarkable career in a future issue, but for now we want to thank him for his tireless leadership and serving as an example of excellence. **ALL**



Steve Freckmann



www.allcrane.com