

FALL 2021

LIFT LINE

YOUR SOURCE FOR USED AND NEW LIFT EQUIPMENT



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REUNION

Regional Sales Managers

US Northeast & South:
Shaune Rados
(216) 986-5190
Shaune.Rados@allcrane.com

US North & Northwest:
Joe Ruddell
(414) 831-6114
Joe.Ruddell@allcrane.com

Canada:
W. Mark Ireland
(289) 628-1797
Mark.Ireland@allcrane.com

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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Cover: Liebherr LTM 1650-8.1, 770-UST capacity and dubbed the “Blue Beast,” made its debut on a project at the Cleveland VA [Veterans Affairs] Medical Center. The job at the VA hospital involved having to lift over another building to reach the work area. Its capacity was perfect for the job.

Crawlers Standing Tall



Crawler cranes are enjoying a moment in the spotlight. Largely driven by continued growth in the North American wind market, which shows no signs of slowing down, crawlers are in high demand. Between wind and plant work, crawlers from 200-ton capacities all the way up to 400- and 500-ton and beyond are staying busy.

In wind, these machines support many applications within the market, including large top out crane support, lay down yard support, offloading product, and setting base/mid-tower sections. Manitowoc’s MLC300 and 16000 are frequently used in wind turbine repowering/retooling projects, which have become much more prevalent in recent years. These repowering/retooling projects breathe new life into older wind farms by increasing power outputs and efficiency.

Here at ALL, we’re staying ahead of demand with several recent crawler acquisitions; perhaps none more impressive than the addition of the Liebherr LR 1800.

The most powerful crawler on the market in its class, the LR 1800 delivers outstanding lifting capacities, with 880-UST capacity, 663 feet of hoist height, and a maximum radius of 498 feet; all while still being easy to transport. It will be a workhorse in a variety of markets, including bridge work, industrial projects, power and processing plants, and, of course, wind energy. To learn more about the LR 1800 and other recent equipment purchases, see the feature “BIGGER. SMARTER. SAFER.” on page 14 of this issue.

We’re not done adding big Liebherr crawlers, either. I can announce that we’ll soon be acquiring a Liebherr LR 11000. It will become the largest crane in our fleet, with a max load capacity of 1,200 tons and 551 feet of main boom. When it arrives late spring 2022, it will be a game-changer for our customers. We’re looking forward to its arrival. I hope now you are, too.

To stay up to date on the latest with ALL, check out our newly redesigned website at allcrane.com (see story on the back cover of this issue). You’ll always be in the know about our latest happenings, like new equipment purchases, dynamic recent projects, case studies, and other useful info. I invite you to visit the new site today and see what’s new. ♦

Rick Mikut
Rick Mikut
Crawler Crane Division Manager



Say it in six
LIFTING WITH THE
GREATEST OF EASE

The “Blue Beast,” the Liebherr LTM 1650-8.1, makes its inaugural lift at at the Cleveland VA [Veterans Affairs] Medical Center.

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



Grove RT9130E, S/N 225230 2006, 130 USt, Rebuilt Cummins QSC 8.3, (1,000 Hours), 160' Main Boom, 36'-59' Offsetable Bifold Jib, Full Length Aluminum Decking, A/C, Pat Event Recorder, 33.25 x 29-38 Bias Ply Tires, Block Heater, Aux. Hoist, Block and Ball. *Located in Fort Wayne, IN.* Unit #9358. **\$273,000**



Grove RT650E-4, S/N 234095 2013, 50 USt, Cummins QSB 6.7 Tier 4, (6,800 Hours), 105' Main Boom, 29'-51' Tele-Jib, Aux. Hoist Package, Engine Block Heater, Aux. Light & Convenience Package, A/C, Hydraulic Pump Disconnect, Outrigger Monitoring System. *Located in Baton Rouge, LA.* Unit #10799. **\$247,500**



Grove RT9130E, S/N 225230 2008, 130 USt, Rebuilt Cummins QSC 8.3, (2,600 Hours), 160' Main Boom, 36'-59' Offsetable Bifold Jib, Full Length Aluminum Decking, A/C, Pat Event Recorder, 33.25 x 29-38 Bias Ply Tires, Block Heater, Aux. Hoist, Block and Ball. *Located in Fort Wayne, IN.* Unit #9890. **\$339,000**



Tadano GR-550XL, S/N 541203 2015, 55 USt, Cummins QSB 6.7 Tier 4, (10,650 Hours), 114' Main Boom, 29'-50' Bifold Jib, 23.5-25 (OR) Tires, Aux. Hoist, Block and Ball. *Located in Cleveland, OH.* Unit #11076. **\$277,000**



Link-Belt RTC8030, S/N E8J8-0505 2009, 30 USt, Cummins Diesel, (2,125 Hours), 91' Main Boom, 27'-44' Bifold Jib, One Hoist, Rear Steer Ind., Pump Disconnect, RCL Bar Graph, A/C, Block and Ball. *Located in Mobile, AL.* Unit #10286. **\$119,000**



Link-Belt RTC-8080, S/N S4K3-3435 2013, 80 USt, Cummins Diesel, (6,500 Hours), 127' Main Boom, 10'-38'-64' Offset Jib, Aux Hoist, 19,200 lbs Counterweight, RCL Bar Graph, A/C, Joystick Controls, Block and Ball. *Located in Fort Wayne, IN.* Unit #10774. **\$339,000**



Link-Belt RTC8065, S/N J9K3-3610 2013, 65 USt, Cummins QSB 6.7, (8,400 Hours), 115' Main Boom, 36'-58' Offset Jib, Aux. Hoist, 26.5 x 25 - 26 PR Tires, Winch Rollers, RCL Bar Graph, A/C, Joysticks Controls, Aux. Lifting Sheave, Block and Ball. *Located in Columbus, OH.* Unit #10694. **\$299,000**



Terex RT230-2, S/N 161644 2014, 30 USt, Cummins QSB 4.5L, (4,000 Hours), 94' Main Boom, 26'-43' Jib, One Hoist, 20.5 x 25 - 24 Ply Tires, Single Lever Dual Axis, A/C and LP Heater, Block and Ball. *Located in Hammond, IN.* Unit #10928. **\$179,000**

SHOP TRUCK CRANES from 40-140 USt



Grove TMS9000E, S/N 232315 2013, 110 USt, Cummins ISX12 (9,352 Hours), 73,068 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. *Located in Fort Wayne, IN.* Unit #10889. **\$557,000**



Terex T550-1, S/N 120407 2014, 50 USt, Cummins ISX Diesel, Allison Auto Transmission, (5,875 Hours), 38,000 Miles, 110' Main Boom, 33'-57' Jib, Aux. Hoist, Remote Outriggers, A/C, Work Light Package, Aluminum Wheels. *Located in Pittsburgh, PA.* Unit #10988. **\$369,000**



Link-Belt HTC86100, S/N N3K2-3055 2012, 100 USt, Cummins ISX11.9, (10,300 Hours), 45,000 Miles, 140' Main Boom, 38'-58' Main Boom, 35'-58' Offset Jib, Aux. Hoist, Trailer Air & Electric, 39,500 lbs Counterweight, RCL Light Bar, A/C, Block and Ball, 2 Axle Boom Dolly. *Located in Milwaukee, WI.* Unit #DL1170mlw. **\$429,000**



Link-Belt HTC3140LB, S/N J8K2-2762 2012, 140 USt, Cummins Diesel, (7,000 Upper Hours), 45,000 Miles, 195' Main Boom, 10'-31'-55' three piece Bifold Jib, Aux. Hoist, RCL Light Bar, 60,000 lbs Counterweight, Boom Float Kit, 2 Axle Boom Dolly. *Located in Knoxville, TN.* Unit #DL1155mlw. **\$695,000**



Link-Belt HTC8690, S/N N3K4-4040 2014, 90 USt, Cummins ISX12, (6,700 Hours), 43,000 Miles, 140' Main Boom, 35'-58' Offset Jib, Aux. Hoist, Daytime Running Lights, Amber Strobe, Trailer Air & Electric, 39,500 lbs Counterweight, RCL Light Bar, A/C, Boom Float Kit, Block and Ball, 2 Axle Boom Dolly. *Located in Indianapolis, IN.* Unit #10904. **\$519,000**



Grove TMS700E, S/N 233022 2014, 50 USt, Cummins ISX11.9 Diesel Roadranger Transmission, (6,900 Hours), 68,500 Miles, 110' Main Boom, 32'-56' Tele-Jib, Aux. Hoist, Outrigger Monitoring System, Pat Event Recorder, Aux Light and Convenience Package, Heavylift Counterweight, A/C, Block and Ball. *Located in Pittsburgh, PA.* Unit #11003. **\$395,000**



Link-Belt HTC8650 II, S/N L8K3-3589 2013, 50 USt, Cummins EPA 13 Upgrade Diesel, (5,965 Hours), 42,100 Miles, 110' Main Boom, 38.5'-51' Offset Bifold Jib, Aux. Winch, RCL Light Bar, A/C, Block and Ball. *Located in Fort Wayne, IN.* Unit #10836. **\$349,000**



Link Belt HTC8675 II, S/N P9K3-3595 2013, 75 USt, Cummins ISX11.9, (9,800 Hours), 77,000 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 Orlando, FL.* Unit #10817. **\$465,000**

SHOP TOWER CRANES



1. Potain HDT 80: S/N 602141 2013, 6.6-USt Self-Erecting Tower Crane, 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. Unit #DL1179MLW. *Located in Minneapolis, MN.* Unit #DL1179MLW. **POR**

2. Potain T85A: S/N 605074 2015, 6.6-USt Self-Erecting Tower Crane, 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 Madison, WI.* Unit #DL1188MLW. **POR**

3. Terex/Peiner SK 415: S/N 26122 2005, 22-USt Hammerhead Tower Crane, 246' jib, (11) TS212 masts, (1) TSK212 mast, WB 66-100/4F (standard) hoist winch, 2-part trolley, maintenance davit, full set steel-encased concrete counterweights, 230'+ power cord, A/C, (1) set of manuals. Unit # 9287. *Located in Knoxville, TN.* Unit #9287. **POR**

4. Terex/Peiner SK 415: S/N 26114 2005, 22-USt Hammerhead Tower Crane, 246' jib, (11) TS212 masts, (1) TSK212 mast, WB 66-100/4F (standard) hoist winch, 2-part trolley, maintenance davit, full set steel-encased concrete counterweights, 230'+ power cord, A/C, (1) set of manuals. *Located in Atlanta, GA.* Unit #9203. **POR**

5. Terex/Peiner SK 415: S/N 415186 2006, 22-USt Hammerhead Tower Crane, 246' jib, (11) TS212 masts, (1) TSK212 mast, WB 66-100/4F (standard) hoist winch, 2-part trolley, maintenance davit, full set steel-encased concrete counterweights, 230'+ power cord, A/C, (1) set of manuals. *Located in Atlanta, GA.* Unit #9422. **POR**

6. Potain MD 485B: S/N 401264 2006, 22-USt Hammerhead Tower Crane, 262' jib, (12) KRMT839A masts, standard 166 LBR50 hoist winch, 2-part (1C) trolley, full set steel-encased concrete counterweights, 200'+ power cord , A/C, (1) set of manuals. *Located in Knoxville, TN.* Unit #9403. **POR**

7. Potain MD 485B: S/N 403814 2006, 22-USt Hammerhead Tower Crane, 262' jib, (12) KRMT839A masts, standard 166 LBR50 hoist winch, 2-part/4-part (SM/DM) trolley, full set steel-encased concrete counterweights, 200'+ power cord, A/C, (1) set of manuals. *Located in Richfield, OH.* Unit #9603. **POR**

8. Potain MD 485B: S/N 404736 2007, 22-USt Hammerhead Tower Crane, 262' jib, (12) KRMT839A masts, standard 166 LBR50 hoist winch, 2-part (1C) trolley, full set steel-encased concrete counterweights, 200'+ power cord , A/C, (1) set of manuals. *Located in Indianapolis, IN.* Unit #9819. **POR**

9. Potain MR 415: S/N 404772 2007, 26.5-USt Luffing Jib Tower Crane, 197' jib, (11) KRMT839A tower sections, 150VBR/108KW luffing winch, 215LBR 60/158KW hoist winch, 1/2-part block, steel counterweights, 200'+ power cord, A/C, (1) set of manuals. *Located in Chicago, IL.* Unit #9846. **POR**

JOB PROFILE

TALL COOL ONE

CENTRAL CONTRACTORS SERVICE BUILDS
ALL’S TALLEST-EVER TOWER CRANE



At 1,018 feet, the final hook height of the Potain MD 485 is just 45 feet shorter than the Eiffel Tower’s 1,063 feet.

The newest gleaming skyscraper of poured concrete and glass in downtown Chicago is One Chicago Square, named for its location at 1 W. Chicago Avenue. The 971-foot mixed-use tower represents a landmark for the ALL Family of Companies, as building it required the tallest tower crane the company has ever constructed. The final hook height of the Potain MD 485 stood at 1,018 feet, composed of an astonishing 62 tower sections and seven total tie-ins.

Central Contractors Service, a member of the ALL Family of Companies, provided it and two other tower cranes for the construction project, including a second MD 485 and MDT



389. The One Chicago project takes up an entire city block, made up of two towers rising from a shared podium. These two additional tower cranes assisted with construction of the podium and the shorter tower. (Shorter being a relative term here, as it is a 574-foot structure requiring a tower crane with a hook height of 641 feet consisting of 39 tower sections.)

Engineers from crane manufacturer Potain and customer McQ’s Concrete Construction worked with specifications provided by Central to map out the tower crane’s climb schedule and tie-in design.

“The MD 485 was chosen for this job because of its capacity and line speed,” said Paul Urbanski, sales manager for Central Contractors Service. “Once engineering worked its magic, our skilled technicians and support staff took over to execute the plan, minimizing downtime and maximizing hook time for the customer.”

Urbanski says executing a tower crane job of such great heights requires planning and logistics — but that’s how they approach any job.

Initial steps included meeting with the service department, discussing tie-ins and the material needed to execute them, taking an inventory of tower sections in the yard, and setting the groundwork for a climb schedule.

“We worked with Potain to strategize the fewest number of tie-ins,” said Urbanski. “It’s a matter of looking at the best floors to tie into to maximize hook height above that floor.”



They also had to consider the climb schedules for the other two cranes. “In the beginning it’s very time consuming ... hundreds of hours of engineering and layout to make sure everything works,” said Urbanski. “It’s like building a fine watch.”

The Central team is experienced in these matters. In a previous job for this same customer, the branch provided a tower crane that was just two tower sections shorter than this new record-holder.

Work on the shorter tower is mostly done, with construction on the taller scheduled to be completed by the end of the year. ♦



Chicago is home to four of the tallest ten buildings in the US. Chicago is also considered the birthplace of the skyscraper, as the first skyscraper in the world was built in the city.

SHOP ALL-TERRAIN CRANES from 50-900 USt



Grove GMK7550, S/N 7450-8178 2013, 550 USt, Mercedes Diesels, (5,400 Upper Hours/2,300 Lower Hours), 38,000 Miles, Allison Transmission, Mega Wing Lift, 197' Boom, 259' Luffing Jib, Heavy Duty Jib, Rigging Winch, A/C, Trailing Boom Float Kit, Boom Removal System, 20.5 R25 Tires, Fire Suppression System. *Located in Columbus, OH.* Unit #10875. **\$2,435,000**



Grove GMK4115L, S/N 4100-6042 2013, 115 USt, Mercedes Diesels Tier 4, (5,900 Upper Hours/3,500 Lower Hours), 62,000 Miles, 197' Boom, 33'-56' Hydraulic Offset Bi-Fold Jib, 16' Jib Insert, Aux. Hoist, Trailing Boom Kit, 20.5 R 25 Tires, 2 Axle Boom Dolly, Block and Ball. *Located in Hammond, IN.* Unit #10616. **\$709,000**



Tadano ATF400G-6, S/N 2063162 2015, 450 USt, Mercedes Diesels, (3,200 Upper Hours), 30,000 Miles, 197' Main Boom, 257' Luffing Jib, 12x8x12 Drive/Steer, 20.5 R25 Tires, Battery Recharge and Remote Start Connection, Air and Electrical Lines for Rear Bumper for Dolly, Boom Removal System, Outrigger removal system (front and rear), ABS. *Located in Atlanta, GA.* Unit #11055. **\$2,425,000**



Grove GMK6250L, S/N 6220-9174 2011, 250 USt, Mercedes Diesels, (9,600 Hours), 98,000 Miles, 236' Boom, 124' Jib, Aux. Hoist, A/C in Upper and Lower, Trailing Boom Float Kit, Boom Removal Kit, Hydr. Quick Disconnect for Outrigger Beams, Removable Rear Outrigger Boxes, 20.5 R25 Tires, Worklights, Block and Ball, 3 Axle Boom Dolly. *Located in Elk Mound, WI.* Unit #10502. **\$995,000**



Link-Belt ATC-3200, S/N P6K1-1447 2011, 200 USt, Mercedes Diesels, ZF Transmission, (11,000 Upper Hours/4,200 Lower Hours), 62,000 Miles, 197' Main Boom, 122' Jib, Aux. Hoist, Block and Ball, 2 Axle Boom Dolly. *Located in Toledo, OH.* Unit #J6575TOL. **\$665,000**



Liebherr LTM 1750-9.1, S/N 096038 2013, 900 USt, Liebherr Diesel Tier 4i, ZF Transmission, (5,358 Upper Hours/2,298 Lower Hours), 22,000 Miles, 171' Main Boom, 20'-180' Fixed Jib, 69'-206' Luffing Jib, V2-32' 8" Lattice Section, V3 - (2) 16' 4" Lattice Section, Eccentric VE includes 16'4" Boom Extension, 2 Winches, 3rd Winch for Luffer, Y Guy, 449,700 lbs of Counterweight, 16.00 R25 Tires, Self-Assembly, Removable Telescopic Boom incl. Luffing Cylinder Disassembly, Quick Disconnect, Removable House, Camera System for Reverse Drive. *Located in Indianapolis, IN.* Unit #10662. **\$5,200,000** ExWorks **CURRENTLY AVAILABLE**



Liebherr LTM1100-4.2, S/N 064005 2012, 120 USt, Liebherr Tier 4i Diesel, (6,600 Upper Hours/2,275 Lower Hours), 35,000 Miles, 197' Main Boom, 35'-62' Swingway Jib, (2) 23' Inserts, rooster Sheave, Aux. Hoist, 20.5 R25 Tires, A/C, Working Flood Lights, 2 Axle Boom Dolly. *Located in Tampa, FL.* Unit #10527. **\$875,000**

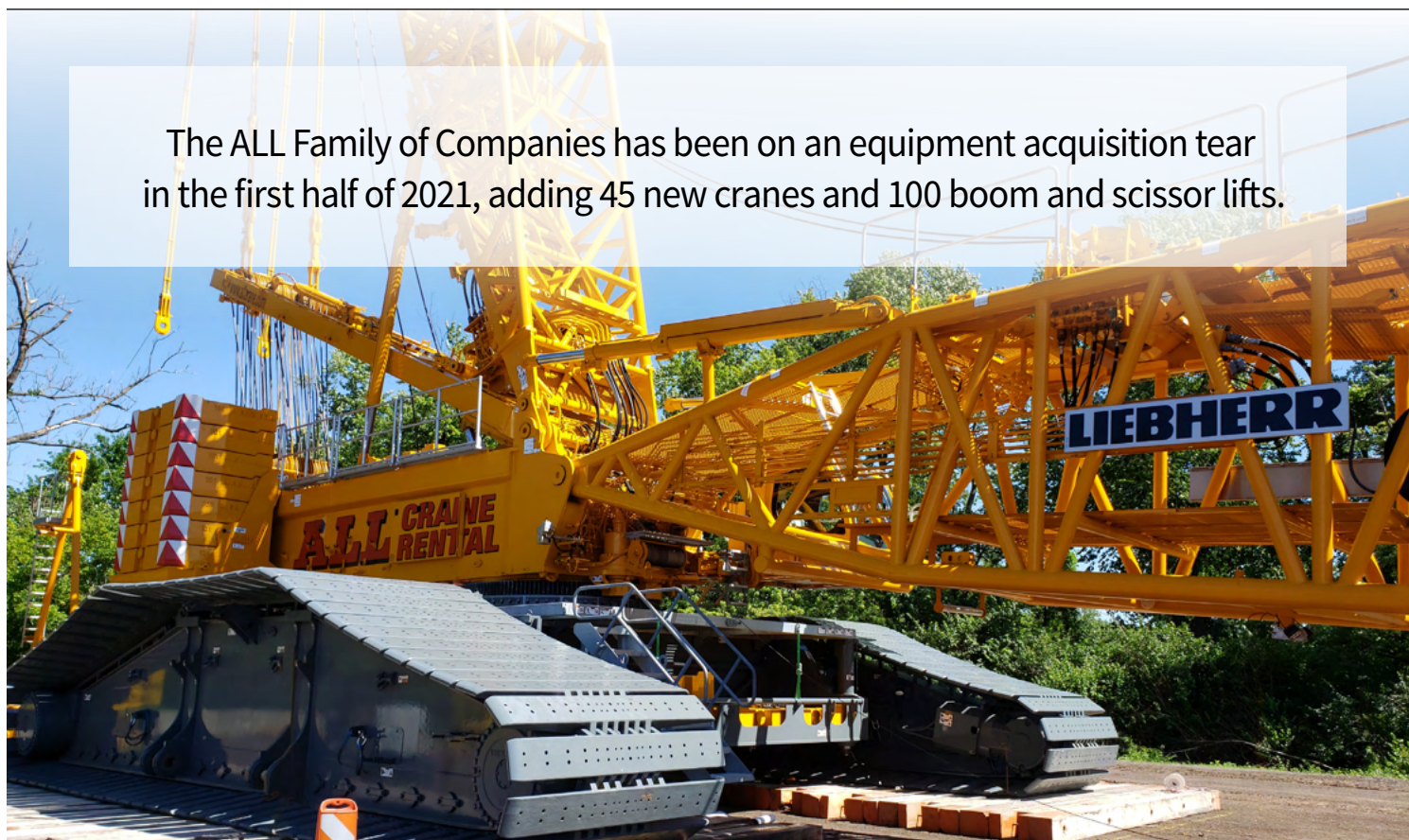


Tadano ATF130G-5, S/N WFN5RUNR192046110 2011, 160 USt, Mercedes Diesels, (9,500 Hours), 82,000 Miles, 197' Main Boom, 105' Jib, Aux. Hoist, 2 Axle Boom Dolly. *Located in Pittsburgh, PA.* Unit #10424. **\$709,000**

BIGGER. SMARTER. SAFER.

NEW CRANE ACQUISITIONS 2021

The ALL Family of Companies has been on an equipment acquisition tear in the first half of 2021, adding 45 new cranes and 100 boom and scissor lifts.



New cranes include crawlers, RTs, and ATs from brands like Grove, Liebherr, and Manitowoc. The new equipment boom began in 2020, when ALL added 25 new Link-Belt cranes, several new tower cranes, and still more Grove RTs. Each unit represents a strategic acquisition to serve a unique customer demand or to meet growth in a particular market.

“Within a week of delivery, the RTs are going on rent for long-term jobs,” said Chad Rados, project coordinator for ALL. “We have customers with standing orders saying, as soon as you have the crane, we’ll take it.”

LIEBHERR

1949

LIEBHERR

2021

Liebherr, like the ALL Family of Companies, is a multigenerational, family run business. All active shareholders are direct descendants of the company founder and manage the company in accordance with his legacy.



Winning With Wind

Rados says high demand is being driven by a number of factors, including industrial outages in the Midwest that require multiple units for each, a burgeoning general construction market, and the continued, sustained strength of the wind market.

“We’re getting daily requests for quotes for wind,” said Rados. “They’re taking larger ATs like the Liebherr LTM 1650 and LTM 1750, as well as crawlers.” In fact, the wind market has been so strong that maintenance, repair, and repowers for wind turbines and towers have become a market unto themselves, creating even more demand for cranes.

Wind towers are getting taller, too, and the recently acquired Liebherr LR 1800 will be perfect for these towers, which are 105 or more meters tall. The most powerful crawler on the market in its class, the LR 1800 delivers outstanding lifting capacities while still being easy to transport from job to job and branch to branch across ALL’s North American footprint. It is loaded with features that make it suitable for a wide range of markets and applications served by ALL customers.

The unit also includes Liebherr’s updated LICCON 2 onboard software package for improved crane control.

“WE’RE GETTING
DAILY REQUESTS FOR
QUOTES FOR WIND.”

– CHAD RADOS



Using wind to make power isn’t as new a concept as you might think. Windmills have been in use since 200 B.C. and were first developed in Persia and China.



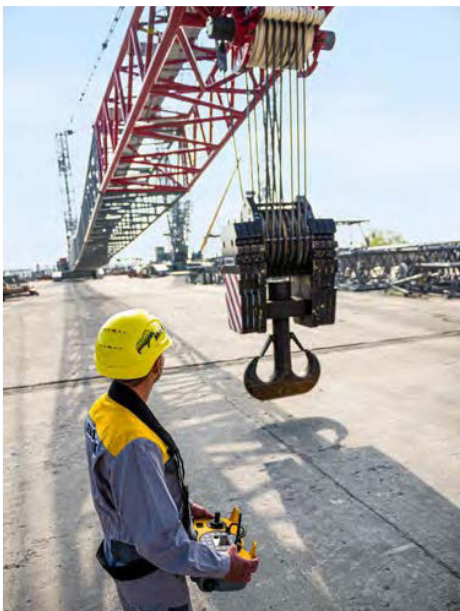
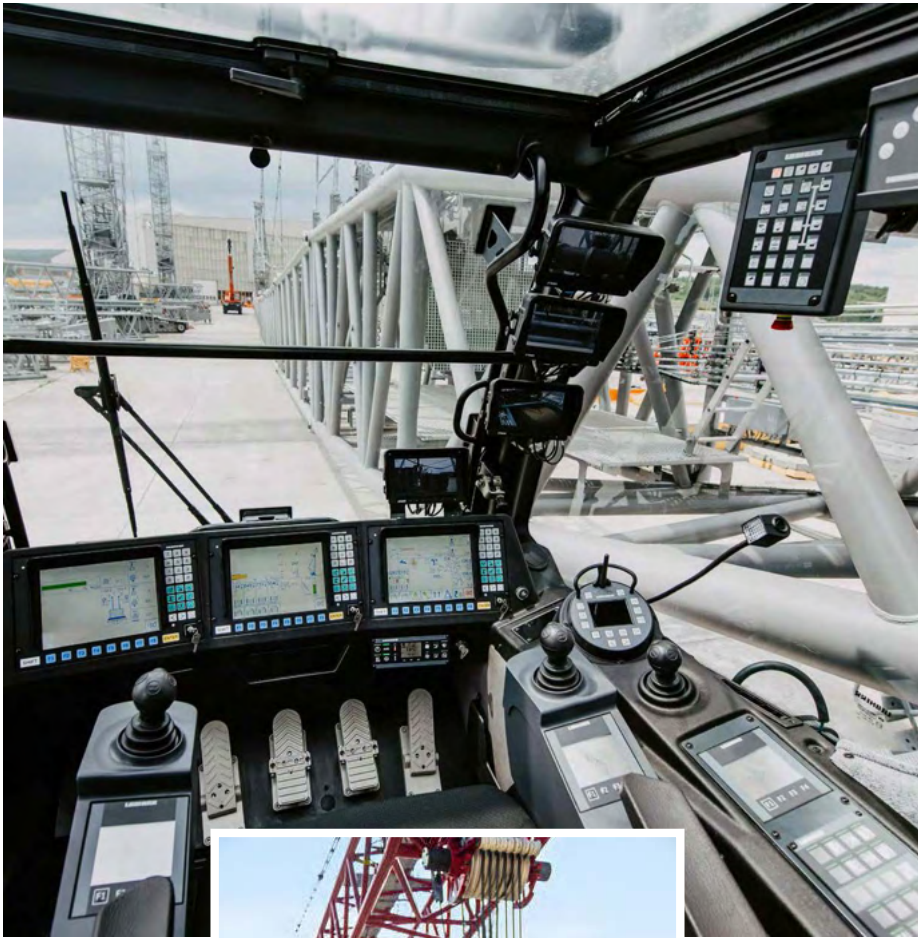
Cranes Get Smarter

Rados says the LICCON 2, available on several of Liebherr’s next-gen cranes, is a true game-changer with its pre-lift planning capabilities. It results in both setup and the lift being performed more efficiently, because crews know what to expect when the lift is planned and visualized in the software. It means less planning required at the jobsite, so the crane is able to get to work faster.

“We recently had a bridge job in Cleveland where we had obstructions both above and below the work area. It almost created a kind of picture frame around the work zone, and it was through this frame that we had to scope bridge beams in and out,” said Rados. The crane used for the job was the Liebherr LTM 1650, which is also outfitted with LICCON 2. Using the software, the team was able to plan the lifts before the crane was even delivered to the jobsite. “We knew it was the right crane for the job, because we were able to see ahead of time exactly how the lifts would go.”

Another feature of the LTM 1650 that was useful for this same job was VarioBallast®, in which the ballast radius can be infinitely adjusted using a hydraulic slewing mechanism. When obstructions are encountered during certain points of the boom swing, the counterweights can move in closer without sacrificing capacity.

“The LICCON 2 also shows us exactly how much counterweight we’ll need for each lift,” said Rados. “So the customer doesn’t have to pay to have all 881,000 pounds of counterweight hauled to their site — only what they need.”



The LICCON 2 camera surveillance system provides the crane operator with a constant overview of the main areas on and around the crane. Live images of the winches, the counterweight, and the area behind the crane are transferred to the two multifunction color displays in the crane cabin.



New Advances, New Jobs

Advances in crane technology are creating shifts in the kind of equipment used on certain types of job sites. Rados specifically calls out the higher-capacity RTs like the 165-USt Grove GRT 9165. “I never thought I’d see an RT that large,” says Rados. “And they’re all working right now. The new ones that we received went right out on rent, most to wind work.” The unexpected benefit? It’s freeing up ATs for the taxi fleet.

“The bigger RTs can make the same lift as an AT, but with a smaller footprint. In the past, we’d tie up an AT for multiple nights to perform those lifts. Now, we’re able to keep those ATs in the taxi fleet for customers with shorter-term jobs.”

“IT FEELS LIKE WE CAN
EXECUTE THE LIFT BEFORE
WE EVER GET TO THE SITE.”

— CHAD RADOS



Partnerships and Training

Rados credits crane manufacturers for working with customers — not only end-users, but also rental houses like ALL — to get a feel for what markets demand. “They’re giving us better tools to dial in on equipment we need for the job,” said Rados. “It feels like we can execute the lift before we ever get to the site. It gives the customer greater efficiency, creates a safer job site, and gives everyone peace of mind.”

Another aspect of this spirit of collaboration is the robust training that accompanies delivery of new cranes. “Just because we get a crane on a Monday doesn’t mean it can go out on a Tuesday,” said Rados. “But with the training we receive, the window does become much shorter. The manufacturers are doing a fantastic job of getting our teams up to speed on the latest features and how best to use them.”

The training also equips ALL team members to spread the word to customers. “The more customers learn about what these new machines can do, the more they want them on their job sites,” said Rados. ♦



The GRT9165 is designed with a class-leading 205-foot main boom, new wider full vision cab, intuitive Crane Control System (CCS), reduced transport height, and best-in-class load charts.

SHOP INDUSTRIAL CRANES *from 9-25 USt*



Broderick IC-80-3J, S/N 72214780 2018, 9 USt, GM 3.0 Dual Fuel, 1,200 Hours, 30' Main Boom, 10' Jib, Hoist Drum Rotation Indicators, 4 Wheel Steer, 2 Wheel Drive, Rearview Mirrors, All Weather Cab, Strobe Light, RCL – Greer. *Located in Toledo, OH.* Unit #11263. **\$110,000**



Broderick IC-400-3A, S/N 18905400 2018, 25 USt, Cummins QSB 4.5, 1,400 Hours, Catalytic Converter, 64' Main Boom, 20' Offset Jib, 17.5 x 25, 20-ply Tires, Hydraulic Joysticks, Rearview Mirror, All Weather Cab, A/C, Windshield Washer, Strobe Light, Rated Capacity Limiter, Hoist Drum Rotation Indicator, Block and Ball. *Located in Chicago, IL.* Unit #11376. **\$257,000**



Broderick IC-80-3J, S/N 67008880 2013, 9 USt, Cummins B3.3 L Diesel, 1,700 Hours, Catalytic Converter, Engine Heater, 4 Wheel Steer and 2 Wheel Drive, 30' Main Boom, 10' Jib, Pneumatic 10.00 x 15 Tires, All Weather Cab, A/C, Strobe Light, Hoist Drum Rotation Indicators, RCL-Greer. *Located in Mobile, AL.* Unit #10858. **\$75,000**



Broderick IC-200-3H, S/N 241426200 2013, Cummins QSB3.3, 5,800 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. *Located in Raleigh, NC.* Unit #10743. **\$95,000**



Shuttlelift 5540F, S/N 321960 2012, Cummins Diesel, 2,325 Hours, 41' Main Boom, 15' Offsettable Jib, 2 Wheel Drive, 4 Wheel Steer, Enclosed Cab, Lifting and Tie Down Lugs, Load Indicator, Strobe Light, Headlight and Taillight Grilles, Cab Dome Light. *Located in Cleveland, OH.* Unit #10609. **\$80,000**



Shuttlelift CD5520, S/N 420001 2013, 20 USt, Cummins Diesel, 4,700 Hours, 54' Main Boom, 15' Offsettable Jib, Catalytic Converter, Engine Block Heater, Outrigger Position Monitor, Aux. Light Package, Non Skid Deck, Front and Rear Tie Down Lugs. *Located in Baton Rouge, LA.* Unit #10642. **\$140,000**



Shuttlelift 7755, S/N 321441 2010, 22 USt, Cummins Diesel, 10,200 Hours, 67' 5-Section Boom, 17' Jib, 4 Wheel Drive, 17.5-25 Bias Tires, LMI, Enclosed Cab, Cold Start Kit, Engine Block Heater, Outrigger Alarm System, Headlight and Taillight Grilles, Lifting and Tie Down Lugs. *Located in Nitro, WV.* Unit #10367. **\$117,000**



Shuttlelift 3339, S/N 320688 2007, 9 USt, Cummins 4B3.3 Diesel, 1,500 Hours, 32'10" Full Power Boom, 12' Offsettable Swingway Jib, Crab Steer, Heater & Defrost, Lifting and Tie Down Lugs, Headlight and Taillight Grilles, Cab Dome Light, Enclosed Cab, Load Indicator. *Located in Knoxville, TN.* Unit #9801. **\$37,500**

THREE TIPS FOR A SUCCESSFUL PRECAST JOB

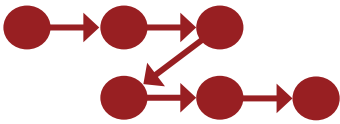
ALL’S OWN BRIAN MEEK, A CAREER CRANE MAN,
SHARES WHAT HE’S LEARNED

As precast’s popularity continues to rise, it’s more important than ever to understand the importance of having the right crane for the job.

Brian Meek, equipment specialist for ALL Erection & Crane Rental, a member of the ALL Family of Companies, works closely with general contractors and project owners to do just that. Plus, he began his career as a crane operator, giving him valuable perspective.

He says there are three keys to a successful precast job: layout, layout, and layout. Below, he explains:

1.



Lay out the job sequence in advance.

Meek meets with project managers to review sequencing for certain jobs, examining various scenarios to arrive at the most practical, productive approach. “We use project-specific software to plan the lift and determine where the crane can sit,” said Meek. “With a larger crane, we’ll need to plan for multiple setups. Smaller cranes are more agile and have more flexibility on how they can move around on the site.” Depending on the complexity of the job, once locked in, he generates a detailed work plan, color-coded either by lift day or by load, detailing load weights, lift radius, and other information. The crane operator receives a copy of this plan so crane configuration and next steps are available at a glance to help maintain efficiency.

2.



Lay out the crane.

After laying out the lift sequence, it’s time to lay out the crane. In this step, it’s important to look at how to get the most productivity out of the crane. “A common mistake customers can make is to want to take the crane to maximum capacity,” said Meek. “But with a dynamic load, you’ll be more productive if the percent of capacity is reduced. You want to have a buffer.”

When Meek’s crews start to lay out the crane, they always look at how easily it can move on site. Liebherr all terrain cranes (ATs) have a reputation for moving well on site, plus they have different counterweight options that can be moved to customize swing. For a job with many large panels, consider how the crane will have to pick them up. It will require two

Pictured: Evans Avenue Bridge in Akron, Ohio
Cranes used were a 265-USt Liebherr LTM 1220-5.2 and a 275-USt Liebherr LTM 1230-5.1.

Precast archways measured 6 feet x 33 feet and weighed 48,000 pounds. Assembled, the 20 individual pieces form a structure that measures 66 feet x 56 feet x 24 feet. They were trucked to the site horizontally on their sides and required a series of complex rotations on the part of the crane operators to get them into position for the final setting process. Liebherr cranes were specified for their unique ability to run two hook blocks off the main head, a necessity for accomplishing the mid-air moves required of the operators. It was a requirement because the arched pieces could not touch the ground for repositioning. The two hook blocks ran down from the main head to four rolling blocks in the rigging, allowing the cranes to pick the horizontal arches on their side, lift them, and rotate them in the air from a flat to a vertical position.



lines running off the crane. “A lot of people forget about this step,” said Meek. “Liebherrs can run two hook blocks, one off the main block, another off the auxiliary boom head. Otherwise, you have to run two blocks off the main head, and the blocks can collide and disrupt the rigging.”

3.



Lay out the site.

Finally, consider site access. Not only for delivering the crane, but also for transporting precast product to the site — and unloading product after it arrives. “The more you can lift the

load without having to boom up and down, the more efficiently the process will go,” says Meek. “So, if you’re setting 80 feet from the building, ideally you’d like the truck loaded with product to be 80 feet away from the crane on the other side. Then the operator can simply swing back and forth between the two without booming up or down.”

Not only does booming add time to a job, there are other pitfalls associated with it. “Let’s say you have a crane lifting such that the boom is swinging directly over the rear of the crane,” said Meek. “If you have to rotate a 30-foot wall panel, that load has to be parallel under the boom. If it becomes perpendicular, it starts pulling outward and causes extreme stress on the sheaves on the main head of the boom.”

By thoughtfully planning these three different kinds of layouts, customers get the most out of their rental, operators feel more confident in the work they need to do, and cranes operate at peak efficiency and safety. ♦



In 2018, ALL provided cranes for a 215,000 sq. ft., three-story, all-precast concrete school outside Cincinnati, reported to be the largest all-precast school built in Ohio.



Ancient Roman builders were the first to pour concrete into molds to create precast sections to build everything from a network of aqueducts, culverts, and tunnels, to the Pantheon, which still stands today.

SHOP **BOOM TRUCKS** from 10-65 USt



NEW 2021 Manitex TC50128SHL 50 USt, 128' Main Boom, 32'-49' Able to Offset Jib, Radio A2B on Main Boom and Jib, 102" W Aluminum Decking, Heavy Lift Counterweight, Single Axis Controls, and much, much more. Mtd on a Peterbilt 567 Chassis, ISX12/500HP, 8LL Trans, 110 Gallon Fuel Tank, Federal Bridge Legal and MUCH MORE. *EXW Richfield, OH.* (Not as pictured) Unit #R2286.



NEW 2022 Manitex 30112S 30 USt, 112' Main Boom, Jib Ready, and Front Bumper Hyd. Stabilizer for 360 Load Chart. Mtd on a Freightliner 114SD Chassis, ISX12/500HP, Allison 4500 Trans, Federal Bridge Legal, Air Disc Brakes, 90 Gallon Fuel Tank, and MUCH MORE. *EXW Richfield, OH.* (Not as pictured) Unit #R2218.



2004 National 14127A NEW PAINT, 3 USt, 127' Main Boom, Jib Ready, Steel Treadplate Deck, Single Front Outrigger, Mtd on a Sterling LT9500 Chassis, Mercedes / 410 HP, 8LL Transmission, 75 Gallon Fuel Tank, and MUCH MORE. *EXW Richfield, OH.* Unit #U2231.



NEW 2022 National NTC55128 55 USt, 128' Main Boom, 26'-45' Able to Offset Jib, WIRELESS A2B on Main Boom and Jib, 102" W Aluminum Decking, and Removable Counterweight. Mtd on a Peterbilt 567 Chassis, X15/500HP, Ultrashift Trans, Front, and Tri-Drive Disc Brakes, 100 Gallon Fuel Tank w/Heater, Heated Mirrors, and MUCH MORE. *EXW Richfield, OH.* (Not as pictured) Unit #R2248.



NEW 2022 National NBT45127-1 45 USt, 127' Main Boom, 31'-55' Jib, Wireless ATB, 102" W Aluminum Deck, A/C in Operator's Cab, Single Front Outrigger, and 24" dia. Aluminum Outrigger Pads. Mtd on a Peterbilt 567 Chassis, X-15/ 500 HP, 18-Speed UltraShift Plus-Trans, 20K FA w/Disc Brakes, 46K RA w/Disc Brakes, (2) 13,500 lbs. Lift Axles, Zinc-Coated Anti Corrosion Treated Frame Rails, 100 Gallon Fuel Tank with Heater, Work Lights, and MUCH MORE. *EXW Richfield, OH.* (Not as pictured) 2 Units in Stock. Unit #R2232.



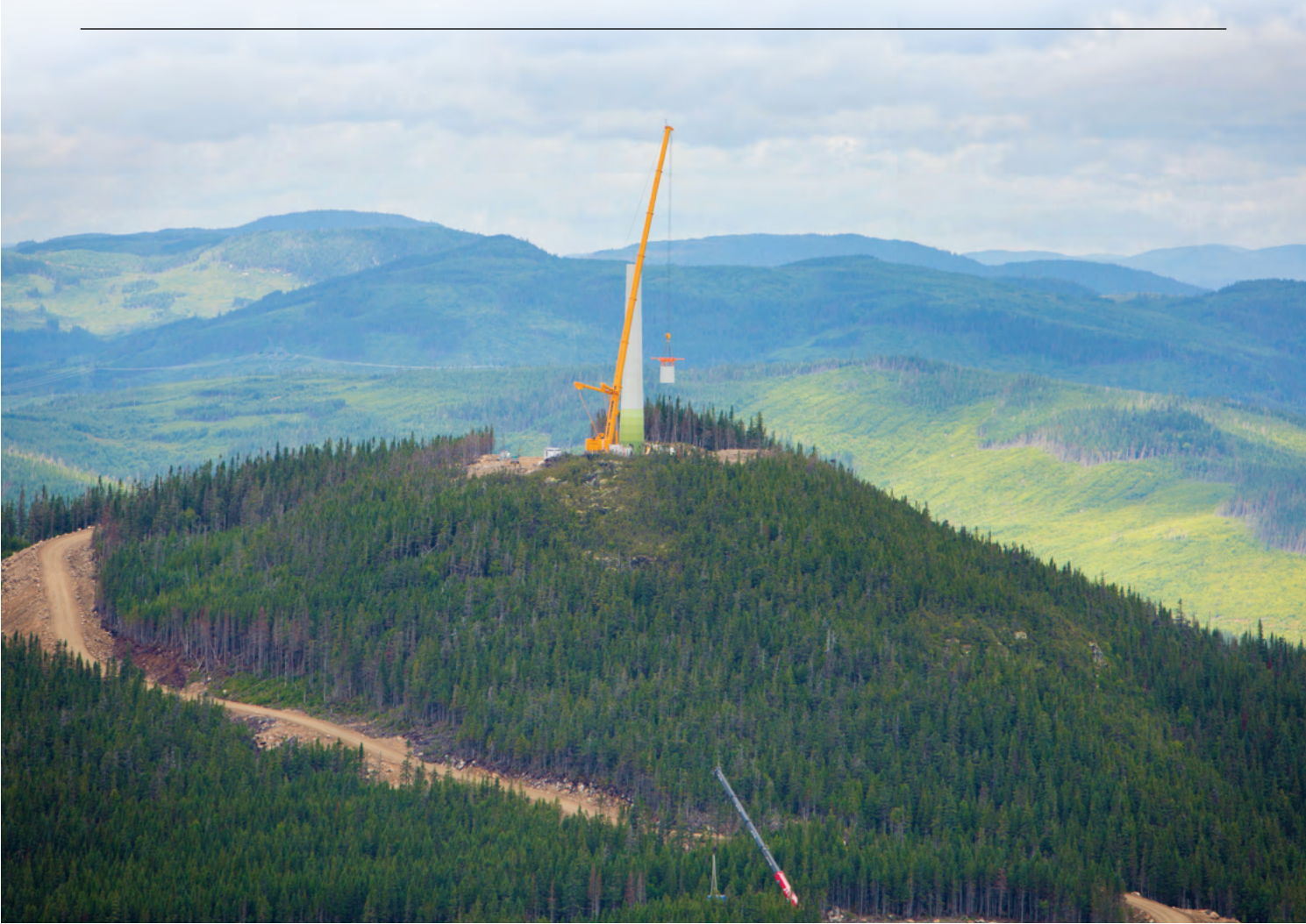
NEW 2022 National NBT60XL 60 USt, 151' Main Boom, 36' Able to Offset Lattice Jib, and Internal A2B. Mtd on a Peterbilt 567 Chassis, X15 / 525 HP, Allison 4700 Transmission, 90 Gallon Fuel Tank, and MUCH MORE. *EXW Richfield, OH.* (Not as pictured) 2 Units in Stock. Unit #R2264



NEW 2021 Fassi F515RA.2.26 w/Mecanil SG160 saw articulating crane Hydraulic L426 JIB, Total Tip Height of 102'6". Mtd on a Peterbilt 567 3 Axle Chassis, Cummins X15 / 500 HP, Eaton 10 Speed Ultrashift, 80 Gallon Fuel Tank, and MUCH MORE. *EXW Richfield, OH.* (Not as pictured) Unit #R2279.

THE POWER BEHIND WIND POWER

CRAWLERS WILL ALWAYS BE KING, BUT MEET THE KING’S COURT



The first known wind turbine in America was designed in 1888 by Charles F. Brush in Cleveland, Ohio. Although large by today’s standards, the machine was only rated at 12 kW and was used either to charge a bank of batteries or to operate up to 100 incandescent light bulbs, three arc lamps, and various motors in Brush’s laboratory.

The phrase “it changes with the wind,” meaning something fickle and unstable, might be due for an update. That’s because, in recent years, the wind energy sector has become among the most consistent and reliable sources of work for cranes.



When people in the industry think wind, they naturally think of big crawlers, but there’s a lot more to it. Because, while telecrawlers will always be the workhorses, rough terrain and all terrain cranes see action on wind sites as well, meaning a variety of machines can be humming along side-by-side on any given wind job.

ALL maintains the largest and most modern fleet in North America. We keep a balanced fleet and take pride in the depth, diversity, and quality of our lift equipment. For this, our offering to our wind turbine customers is, by design, everything that they need.

For example, hydraulic rough terrain cranes from 90- to 165-ton capacities support lay down yard operations and assist in the assembly and disassembly of large, on-project crawler cranes. The advantages afforded by these RTs include their strong load charts and unique on-site mobility.

Telecrawlers from 110 to 250 tons also play a huge role, as they are used extensively for wind projects with problematic ground conditions. They are seen in a wide range of applications, including foundation construction, lay down yard support, and most notably, in assisting with the assembly and disassembly of the large top out crawler cranes.

High-capacity crawlers will always be the big boys on every wind project, used to make the top out lifts — typically, the lifting into place of the last tower section, the nacelle (actual power unit), and the rotor. These machines fall in the 440- to 800-ton class.

Once wind farms are built, next comes the repair work. This is where large ATs like Liebherr’s LTM 1650 and LTM 1750 can really shine. The servicing of existing wind turbines with replacement gear boxes, generators, blades, and main shafts has

become very big business. ATs are also pressed into service when support towers are raised from 80 meters to the newer standards of 110 and 120 meters.

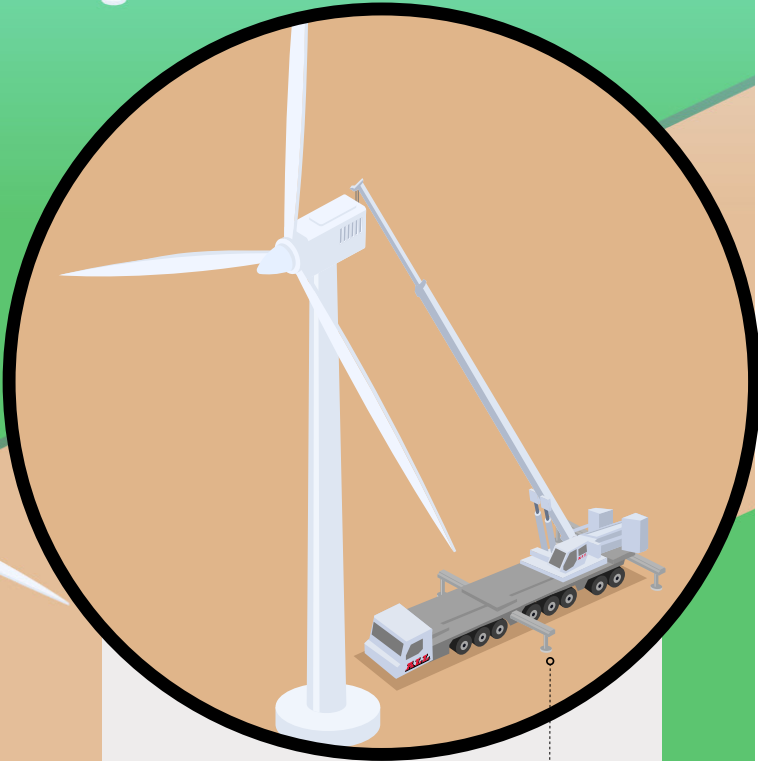
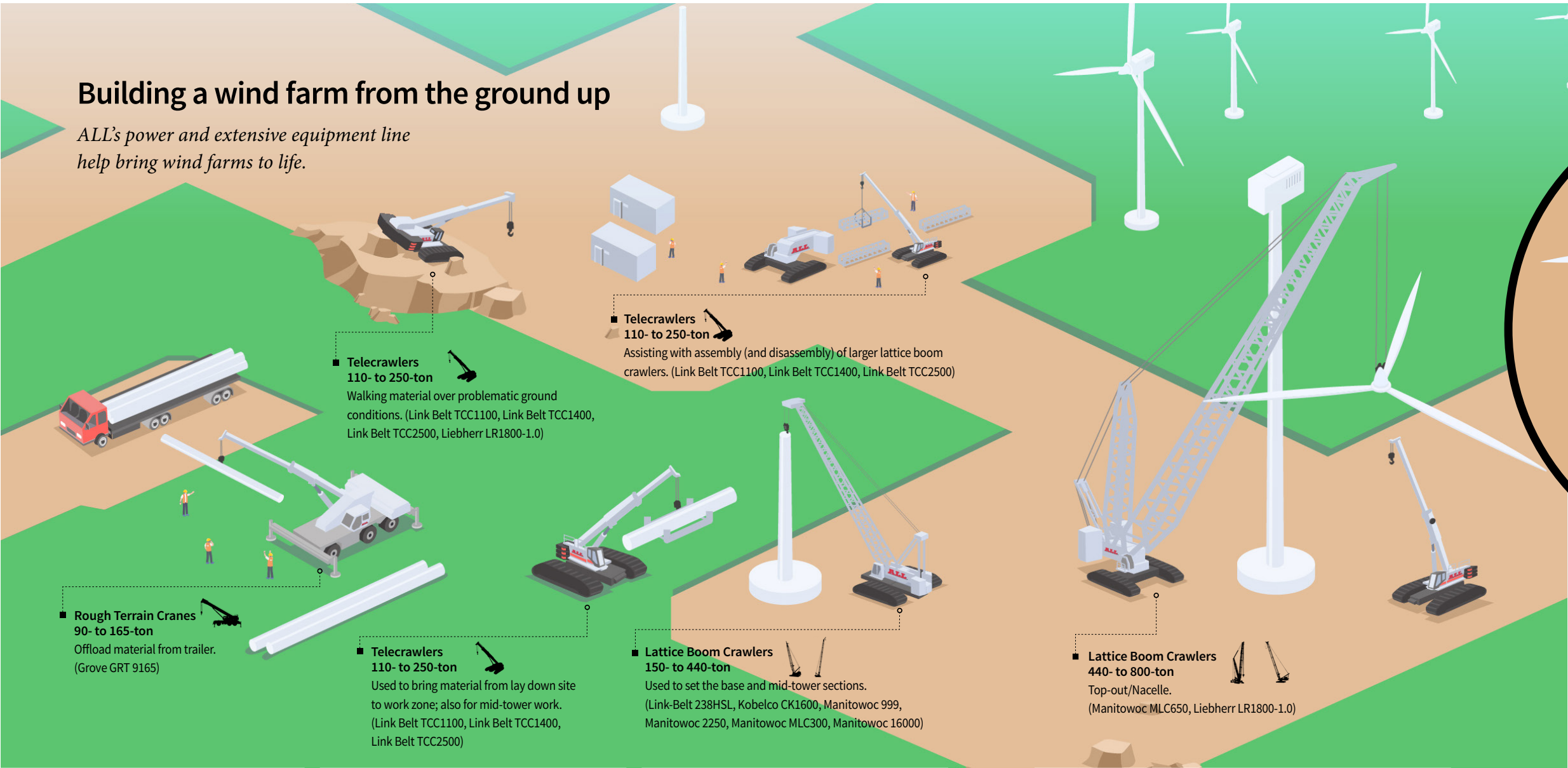
It should be clear that an active wind farm construction project takes a full complement of lift equipment to erect and maintain. To see for yourself, turn to the illustration on the following pages.



Turbines are getting taller to reach faster, more constant winds higher in the atmosphere. The higher you go, the faster the winds and the more energy can be produced.

Building a wind farm from the ground up

ALL's power and extensive equipment line help bring wind farms to life.



Existing Turbine Service & Replacement
All Terrain Cranes
High-capacity range: 440- to 800-ton
Used for replacing gear box, generator, blade, main shaft, etc.
(Grove GMK6300L, Liebherr LTM1400, Grove GMK7550, Liebherr LTM1450, Liebherr LTM1500, Liebherr LTM 1650, Liebherr LTM 1750)

As wind power in North America matures, repowering and retooling existing towers and turbines becomes a significant part of the industry. Such processes include elevating tower height by upward of 20 meters or changeout to more powerful engines and blades. Lattice boom crawlers from 150 to 440 tons are typical of this work.



By 2019, the United States' wind power capacity was 105.591 megawatts, making it the largest renewable energy source in the United States. That's enough electricity to offset the consumption of 29.5 million average American homes.



Wind energy is the only form of alternative energy that doesn't require water.

SHOP CRAWLER CRANES from 50-1,200 USt



Kobelco CK1600, S/N GN05-04065 2017, 160 USt, Hino Diesel, (4,090 Hours), 200' Boom, 30' Fixed Jib, 3rd Drum, Free Fall. *Located in Columbus, OH.* Unit #J6600TOL. **\$1,100,000**



Manitowoc 999, S/N 9991030 2000, 275 USt, Cat Diesel, (10,500 Hours), 200' Boom, 2 Drums, Self Erect Option, A/C, Newer Paint. *Located in Chicago, IL.* Unit #8957. **\$695,000**

2013 Rebuild Engine Rebuild Pumps	2016 Rebuild Tracks	2019 New Rotec Bearing and Bolts New Paint	2021 New CPU Board
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Link-Belt LS218HSL, S/N N6K4-3801 2014, 100 USt, Isuzu 6hk1Tier 4i, (7,425 Hours), 160' Main Boom, 40' Jib, 3rd Drum, Free Fall, Block and Ball. *Located in Milwaukee, WI.* Unit #10892. **\$647,000**



Link-Belt TCC1100, S/N S1K3-3585 2013, 110 USt, Cummins QSL9, (14,300 Hours), 150' Boom, 10'-31'-55' Jib, Aux. Hoist, Toolbox, Rotating Beacon, Upper Mount Work Lights, Block and Ball. *Located in Cleveland, OH.* Unit #10830. **\$750,000**



Manitowoc 2250 Series III, S/N 2251245 2007, 300 USt, Cummins QSX15-C500, (15,500 Hours), 200' Main Boom, 2 Drums, Maxer 2000 Prepped, Luffer Prepped, Self Erect, A/C, Cold Weather Package, Wind Anemometer, Upper Boom Point, New Paint in 2019. *Located in Charleston, SC.* Unit #9858. **\$859,000**



Link-Belt LS138H-5, S/N N9J7-9318 2007, 80 USt, Mitsubishi 6D16, (11,000 Hours), 140' Boom, 3rd Drum, Rooster Sheave, Free Fall, Block and Ball. *Located in Cleveland, OH.* Unit #9736. **\$293,000**



Manitowoc 4100W-S2, S/N 41109 1972, 230 USt, Cummins Diesel, 150' Main Boom, Updated Heel Section, Ringer Prepped, Hook Block. *Located in Milwaukee, WI.* Unit #8022. **\$407,000**



Complete Maxer 2000, S/N 2253126 2002, 200' #79 Boom, 341,000# of Counterweight, Newer Tires. *Located in Cleveland, OH.* Unit #8001. **\$497,000**



Link-Belt TCC750, S/N R8K0-1879 2010, 75 USt, Cat Diesel, (12,600 Hours), 115' Boom, Aux. Hoist, Block and Ball. *Located in Baton Rouge, LA.* Unit #10359. **\$269,000**



Manitowoc 4100 Ringer Attachment, S/N 10208 1976, 220' #27 Boom, Double Hook Rollers, Series 3 Counterweights. *Located in Cleveland, OH.* Unit #3014. **\$247,000**

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.



- CK1600G2**
- EPA Tier IV final standards compliant
 - Up to 30% savings in fuel consumption
 - LMI touch screen
 - Compact structure
 - Larger cab design
 - Max Capacity: 80 USt
 - Max Main Boom Length: 200'
 - Max Boom + Jib Length: 180' + 60'



ALL is the dealer for Kobelco's complete CK series of hydraulic lattice-boom crawler cranes, featuring nine models — from 80- to 330-USt capacities — in Ohio, West Virginia, and Western Pennsylvania.



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



IC-280-A Industrial Carry Deck Crane

New! Ideal for facility maintenance, re-fits, upgrades and expansion projects, the Broderon IC-280 is the smallest crane in its 20-ton class, but with the longest boom and strongest overall load chart. Ideal for lifting materials that require a compact low-profile crane that can clear overhead obstacles and maneuver in tight spaces.



Capacity on Outriggers.....	40,000 lbs (18,100 kg)	Max Horiz. Reach.....	80' 6" (24.5 m)
Pick and Carry Capacity ...	14,800 lbs (6,713 kg)	Height.....	8' (2.4 m)
Maximum Tip Height.....	88' 9" (27 m) (with boom extension)	Width	7' 10" (2.39 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: JOSHUA BACCI, GM ALT SALES CORP. / JOSH.BACCI@ALLCRANE.COM / 330.558.8421



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.



- TCC-750**
- 75-USt capacity
 - Boom Length: 200'
 - Pulse 2.0 RCL system provides advanced diagnostics & monitoring



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



- MC405**
- Multi-position outriggers
 - Two-speed functions
 - Operator seat w/ centralized control
 - Remote Control w/ wireless option
 - EPA compliant engines
 - Max Capacity: 8,480 lbs
 - Max Main Boom Length: 67.8'
 - Body Width: 55" (4'7")



- 2021 SKYJACK SJ1256 THS** — 12,000-lb Capacity, 56'3" Lift Height, 42'6" Forward Reach, Axle Mount Outriggers, Solid Filled Tires.
- 2021 SKYJACK SJ1056 THS** — 10,000-lb Capacity, 56'3" Lift Height, 42'6" Forward Reach, Axle Mount Outriggers, Solid Filled Tires.
- 2021 SKYJACK SJ843 THS** — 8,000-lb Capacity, 43'4" Lift Height, 28'7" Forward Reach, Solid Filled Tires.



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



JLG 800S, S/N 0300178962 2013, 80' Platform Height, Deutz DSL, SkyPower, Foam Filled Tires, 4x4. Located in Elk Mound, WI. Unit #Z9619. **\$55,000**



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 G12-55A, S/N 0160052891 2013, 12,000-lb Capacity, Cummins Diesel, Foam Filled Tires, 4x4, Enclosed Cab. Located in Alsip, IL. Unit #10741. **\$65,000**



JLG G10-55A, S/N 0160053351 2013, 10,000-lb Capacity, Cummins Diesel, Foam Filled Tires, 4x4, Enclosed Cab. Located in Hammond, IN. Unit #10763. **\$57,500**



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



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



Peterbilt 378 B 4-Axle Day Cab Tractor 1990, 189.5 GAWR Front, 12,860-lb GAWR Rear 46,000-lb Meritor Pusher Axle 17,000-lb, Cummins NTC 444 Hp Eaton Fuller Trans, RTO15618 4.11 Rear Axle Ratio, Steel Susp. Insert, 150-Gal Fuel Tank, RH A/C. *EXW Tampa, FL.* Unit #CL857.



Talbert Beam Trailer 2000, 29' Well Air Ride Flip-up 3rd Axle. *Located in West Elizabeth, PA.* Unit #CL220



Peterbilt Cummins ISX 11.9 1997, Peterbilt 330 Cable Reel Truck, Tool Boxes, 8LL Trans, Cummins Diesel, A/C, 33,000 GVW, Fleet Maintained. *EXW Madison, WI.* Unit #CL921



WGM 1997, Volvo Flat Bed Truck, 8LL Transmission, Cummins Diesel, L10-300 300 Hp, 20,000-lb Front Axle, 43,000-lb Rear Pusher Axle, GVW 73,280 (Reg), 23'7" Bed 91.5" Wide. *EXW West Elizabeth, PA.* Unit #PT-191PIT.



XL Specialized XL102HDG 2011, 51 USt, Try Axle, with the option of a 4th Axle, Air Ride Swing Out, Out Riggers, Trailer Purchased New, Inspections Welcome. *EXW Cleveland, OH.* Unit #X901



Peterbilt 379 Day Cab Tractor 1995, 230" Wheelbase, 12,000-lb Front Axle, 40,000-lb Rear Axle, 38,000-lb Airleaf Rear Suspension, 3.90 Rear Axle Ratio, Cat 3406, 435 Hp Fuller, 10-Speed Alum Wheels, Dual 135-Gal Fuel Tanks, Thermal Insulation Package in Cab, A/C, 805,507 Chassis Miles. *EXW Madison, WI.* Unit #CL908.

IN THE LIFE



TEN-YEAR REUNION

A DECADE AFTER ERECTING IT, ALL ASSISTS WITH MAINTENANCE ON CLEVELAND COMPANY’S PRIVATE WIND TURBINE



Cleveland-based Lincoln Electric, a manufacturer of welding equipment, made a big splash a decade ago when it constructed a wind turbine on its property and pledged to use the energy derived as 10% of its plant’s total electricity requirement. When the 80-meter, 2.5-megawatt turbine was erected back in 2011, the crane used was supplied by ALL Erection & Crane Rental, a member of the ALL Family of Companies. So, when the time came for scheduled maintenance, ALL was the natural choice to supply cranes yet again.

Thousands of lifts every day have made ALL simply better at planning and preparedness. New customers get an eye-opening experience — job site leadership marked by calm professionalism. However, the most common customer at ALL is the returning customer, one for whom the company saved time, money, or both. Many of ALL’s lift planners have spent years in the cab. Maybe that’s the root of ALL’s reputation at being better than the rest at planning and executing the lift.

“This project allowed us to showcase our job planning and preparation,” said Chad Rados for ALL, who incidentally was in year 16 of 17 in the cab when ALL set the original turbine in 2011. Rados, now a project coordinator, has proven able to make good judgments and quick decisions that make tough projects run more smoothly. Case in point, the wind turbine maintenance team was traveling from

continued on page 38



A growing industry means growing jobs. It is estimated that onshore and offshore wind industries will employ more than 3.7 million people by 2030 and more than 6 million people by 2050. In 2018, the industry employed 1.16 million globally.



According to IRENA (International Renewable Energy Agency), in 2019 the U.S. ranked third, behind China and Germany, in global share of employment in the wind industry. Wind employment in the U.S. grew 8% to a new peak of 114,000 jobs by the end of 2018.

IN THE LIFE



A truly global team assembled in Cleveland to provide maintenance for Lincoln Electric’s \$5.9 million, 2.5-megawatt wind turbine, originally installed in 2011.

continued from page 37

Germany, where the headquarters of turbine-maker Kenersys is located, and would need to hit the ground running. “We decided early on to provide as much local support as possible to make their jobs easier,” said Rados, which included working with general contractor Great Lakes Construction.

There were three distinct tasks for cranes to perform: removing the turbine’s hub, lifting men, and removing parts of the drive train.

The German technicians were tasked with replacing parts of the wind turbine’s drive train. To accomplish this, first the turbine’s hub — including all the blades — had to be removed. This required two cranes to perform a dual pick.

Next, a single crane with a man basket carried the German crew up to the nacelle, where they climbed inside and began to disassemble the drive train.

ALL specified two cranes for the work, a 660-USt Manitowoc 18000 lattice boom crawler crane and a 275-USt Liebherr LTM 1230-5.1 all-terrain crane.

“For removing the hub and blades in a single, 145,000-pound piece, the LTM 1230 was rigged to the bottom blade, acting as the tail crane, while the 18000 was rigged to the top of the hub,” said Rados. “As the cranes lifted in tandem, our operators had to shift the hub from a vertical orientation to horizontal so it could be set down.”

The 18000 was configured with 320 feet of main boom plus an additional 25 feet of Extended Upper Boom Point (EUBP) attachment. “The EUBP is also known as the ‘wind tip’ and is an attachment specifically built for wind work,” said Rados.

Next it was time to lift the German team to the nacelle so the members could climb inside and begin freeing the drive

train parts in need of replacement. Before beginning any disassembly of the drive train, parts to be freed were rigged to the crane for lifting. Once removed, technicians were then able to easily “hand off” the parts to ALL’s crane operator.

Parts were removed and placed on trucks on the ground below, where they were driven to a local fabricator for remanufacture, which was turned around quickly. The maintenance shutdown for the wind turbine was slotted for 14 days, and the project was completed with time to spare.

“We were there when Lincoln Electric first undertook this bold initiative,” said Rados. “We’re proud to help keep it running, here ten years later.”

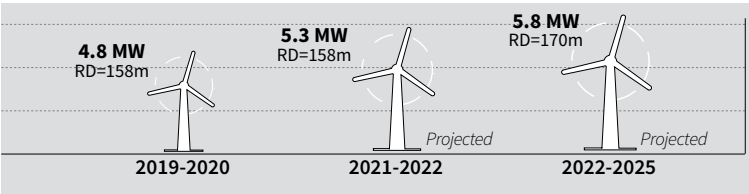
“THIS PROJECT ALLOWED US TO
SHOWCASE OUR JOB PLANNING
AND PREPARATION.”

– CHAD RADOS

Pictured: 2011, Lincoln Electric’s Wind Turbine — Original Installation. Cleveland, Ohio.

Manitowoc 16000 crawler crane equipped with 157 feet of main boom, 177 feet of luffing jib, and 344,000 pounds of counterweight.

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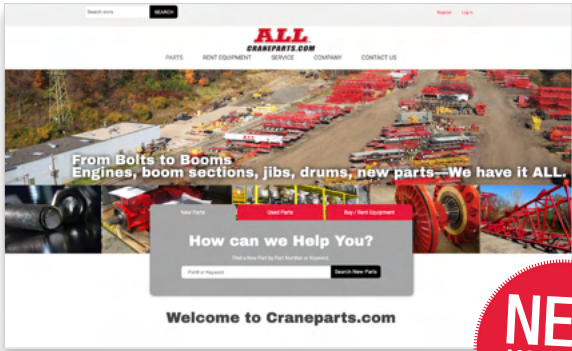
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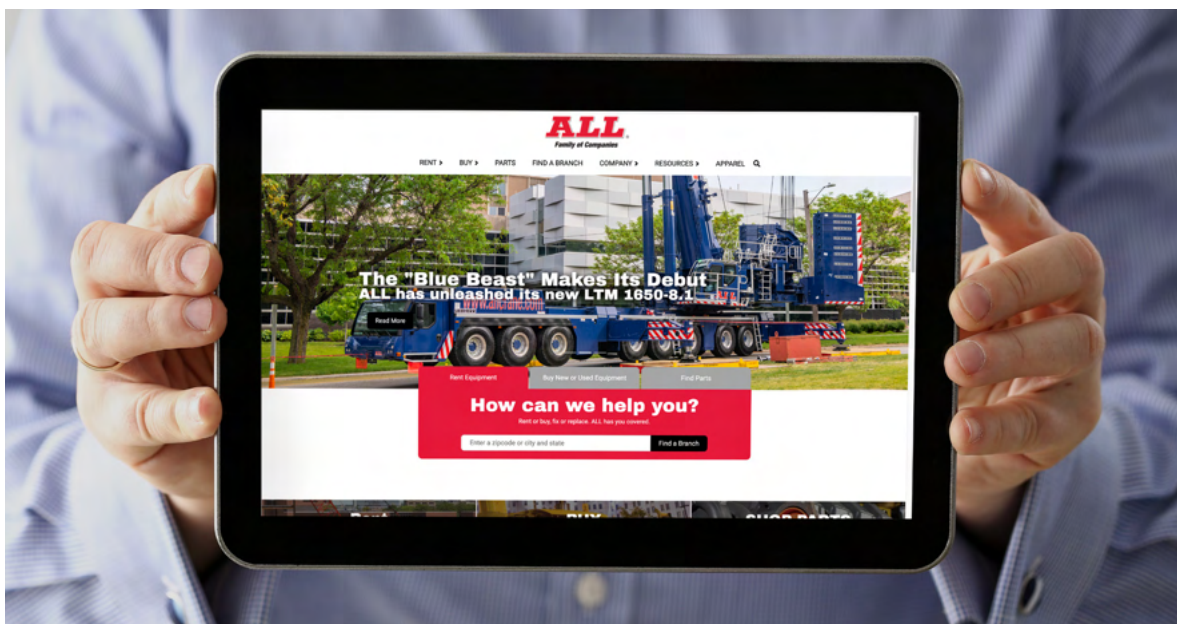


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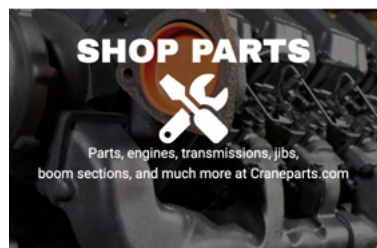


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