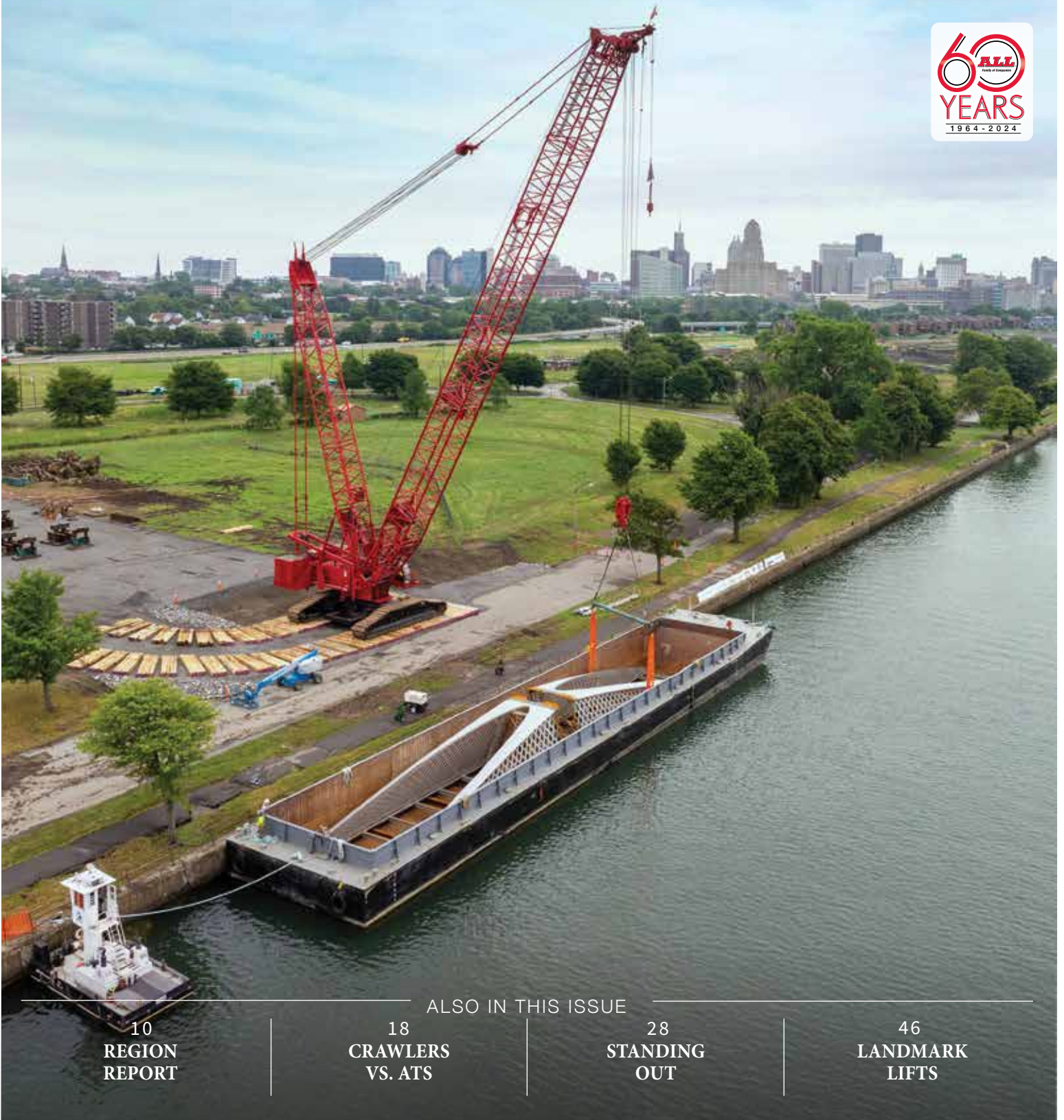


WINTER 2025

LIFT LINE

YOUR SOURCE FOR NEW AND USED LIFT EQUIPMENT



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Cover: A 266-foot pedestrian bridge, manufactured by world-renowned Italian bridge-maker Cimolai, now ferries foot traffic over railroad tracks and six lanes of Interstate 190 below. The bridge is a showpiece gateway to Buffalo's new Ralph Wilson Park. ALL's Manitowoc 18000 offloaded the first two bridge sections on July 16th, and construction was completed in October.



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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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Strength In Numbers



Like the links in a chain, the branches of the ALL Family join together to form a strong bond. I'm proud of what we are able to accomplish when we work together.

This ability to cooperate begins with communication. The ALL Family has embraced technology to keep our branches linked like never before. Like many companies, the COVID era jump-started our use of online meeting tools. And we've kept on using them to erase the miles between us.

Technology drives the heavy-lift industry. We plan lifts, coordinate logistics, and track maintenance using various technology. It all helps to give every branch access to the same information so we can all act as one team.

I have regular meetings with our sales reps, branch managers, crane erectors, and operators, many focused on lift planning. Because of our virtual lift-planning tools, we can gather all this information, put a lift plan together, and present it to the group. We may have specific skills we want to emphasize, and we are able to view and modify the plan as a group to make it even better.

Whether it's lift training, sales training, safety, operations, etc., when we're in the trenches together, it forges a connection that has everyone working toward the greater good. Miles may separate us, but a common goal unites us.

What we're trying to accomplish usually comes down to this: solving problems for our customers. After all, we are in a unique position to directly serve our customers by getting to know their business, their challenges, and how market trends and conditions impact them.

These days, the teams of the ALL branches come together in daily, weekly, and monthly intervals for diverse information sessions covering safety, sales training, operations, and more. We meet in groups both large and small.

This cooperation extends to the real world as well, of course. When one branch needs to mobilize a large number of cranes for a big job, every branch pitches in. We are able to draw from all over to get the equipment we need and truck it to where the job is happening.

There is strength in our numbers, and we use it to the benefit of everyone, especially our customers.

Chad Rados

Chad Rados
 Project Coordinator,
 ALL Erection & Crane Rental



Say it in six
 WE'VE BEEN WORKING
 ON THE RAILROAD.

ALL brings together two 900-ton ATs to replace downtown railroad bridge. At the Norfolk Southern railroad bridge over West Third Street near Cleveland's downtown, ALL was called on to replace a section of railroad bridge in a close, urban setting for which the only solution proved to be a rarely seen heavy lift operation requiring two 900-ton cranes. See page 38 or [click here](#) for the video case study.

SHOP ROUGH-TERRAIN CRANES from 30-130 USt



Tadano GR-550XL - S/N 541205, 2015, 55 USt, Cummins QSB6.7 Tier 4 (5,371 Hours), 114' Main Boom, 29'-50' Jib, 23.5-25 (OR) Tires, Aux. Hoist, A/C, Block and Ball. Located in Columbus, OH. Unit #11077 **\$275,000**



Terex RT555-2 - S/N 161467, 2014, 55 USt, Cummins QSB6.7, Tier IV (2,657 Hours), 110' Main Boom, 33'-57' Tele Jib, Aux. Hoist, Single Lever Dual Axis, Greer Load Indicator, A/C, Block and Ball. Located in Cleveland, OH. Unit #10957 **\$177,000**



Link-Belt RTC-8080 - S/N S4K3-3435, 2013, 80 USt, Cummins QSB6.7 (8,507 Hours), 127' Main Boom, 10'-38'-64' Offset Jib, Aux. Hoist, 19,200# Counterweight, RCL Bar Graph, A/C, Joystick Controls, Block and Ball. Located in Hammond, IN. Unit #10774 **\$307,000**



Grove RT9130E - S/N 233394, 2013, 130 USt, Cummins QSB8.9L Tier 4 (14,578 Hours), 160' Main Boom, 36'-59' Offsetable Bifold Jib, Full Length Aluminum Decking, A/C, Pat Event Recorder, 33.25 X29-38 Bias Ply Tires, Aux. Light and Conv. Package, Cab Controlled Diff Locks, Outrigger Monitoring System, Block Heater, Aux. Hoist, Block and Ball. Located in Columbus, OH. Unit #10869 **\$557,000**



Grove RT890E - S/N 229891, 2009, 90 USt, Cummins QSB 6.7L (13,864 Hours), 142' Main Boom, 33'-56' Jib, Aux. Hoist, A/C, Valve Package, Block Heater, Block and Ball. Located in Kaukauna, WI. Unit #10224 **\$199,000**



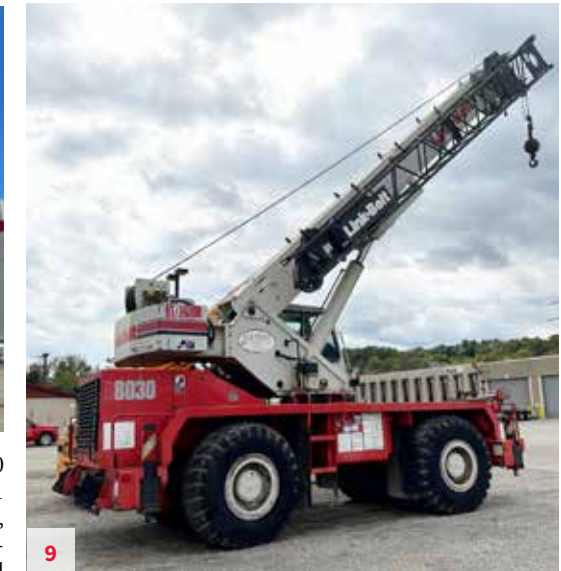
Link-Belt RTC80100XL II - S/N J7K2-2784, 2012, 100 USt, Cummins QSL9 (10,586 Hours), 150' Main Boom, 31'-55' Offset Jib, Hyd. Outrigger Pin, Removal, Counterweight Removal System, Aux. Hoist, Joystick Controls, A/C, RCL Graph, Block and Ball. Located in Kaukauna, WI. Unit #DL1154mlw **\$439,000**



Terex RT665 - S/N 16619, 2008, 65 USt, Cummins Diesel (8,977 Hours), 110' Main Boom, 33'-57' Tele-Jib, Aux. Hoist, jA/C, Block and Ball. Located in Mobile, AL. Unit #10214 **\$95,000**



Grove RT880e - S/N 230328, 2009, 80 USt, Cummins QSB 5.9L Diesel (13,971 Hours), 128' Main Boom, 33'-56' Bifold Jib, 29.5 x 25-34 Tires, Aux. Hoist, Value Package, Full Lighting, Cab Tilt, A/C, Block and Ball. Located in Cleveland, OH. Unit #10326 **\$171,000**



Link-Belt RTC8030 - S/N E8J8-0894, 2008, 30 USt, CAT C6.6 - 156 hp (5,976 Hours), 91' Main Boom, 27' Bifold Jib, One Hoist, Rear Steer Ind., Pump Disconnect, RCL Bar Graph, A/C, Block and Ball. Located in Toledo, OH. Unit #10205 **\$79,000**

SHOP TRUCK CRANES from 50-110 USt



Link-Belt HTC8650 II - S/N L8K3-3589, 2013, 50 USt, Cummins ISL9 Diesel, 8,882 Hours, 70,192 Miles, 110' Main Boom, 28.5'-51' Offset Bifold Jib, Aux. Winch, RCL Light Bar, A/C, Block and Ball. Located in Fort Wayne, IN. Unit #10836 **\$319,000**



Link Belt HTC8675 II - S/N P9K5-4649, 2015, 75 USt, Cummins ISX11.9, 9,547 Hours, 80,748 Miles, 127' Main Boom, 38'-64' Bifold Jib, Aux Hoist, Single Axis Controls, 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 Fort Wayne, IN. Unit #11083 **\$497,000**



Grove TMS900E - S/N 234862, 2014, 110 USt, Cummins ISX12 11,359 Hours 78,874 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. Located in Columbus, OH. Unit #11010 **\$599,000**



Link-Belt HTC-86100 - S/N N3K2-3055, 2012, 100 USt, Cummins ISX11.9, 14,450 Hours, 62,047 Miles, 140' Main Boom, 35'-58' Offset Jib, Aux. Hoist, Trailer Air & Electric, 39,500# Counterweight, RCL Light Bar, A/C, Block and Ball, 2 Axle Boom Dolly. Located in Milwaukee, WI. Unit #DL1170mlw **\$423,000**



Grove TMS700E - S/N 233022, 2012, 50 USt, Rebuilt Cummins QSMII, Eaton Fuller Transmission, 1,681 Hours, 88,859 Miles, 110' Main Boom, 32'-56' Tele-Jib, Aux. Hoist, Outrigger Monitoring System, Pat Event Recorder, Engine Block Heater, Boom Lights, Aux. Light and Convenience Package, Heavylift Counterweight, Block and Ball. New Paint. Located in Pittsburgh, PA. Unit #10606 **\$447,000**



Terex T550-1 - S/N 120398, 2014, 50 USt, Cummins ISX Diesel, Allison Auto Trans, 8,462 Hours, 94,726 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 **\$295,000**

SHOP TOWER CRANES

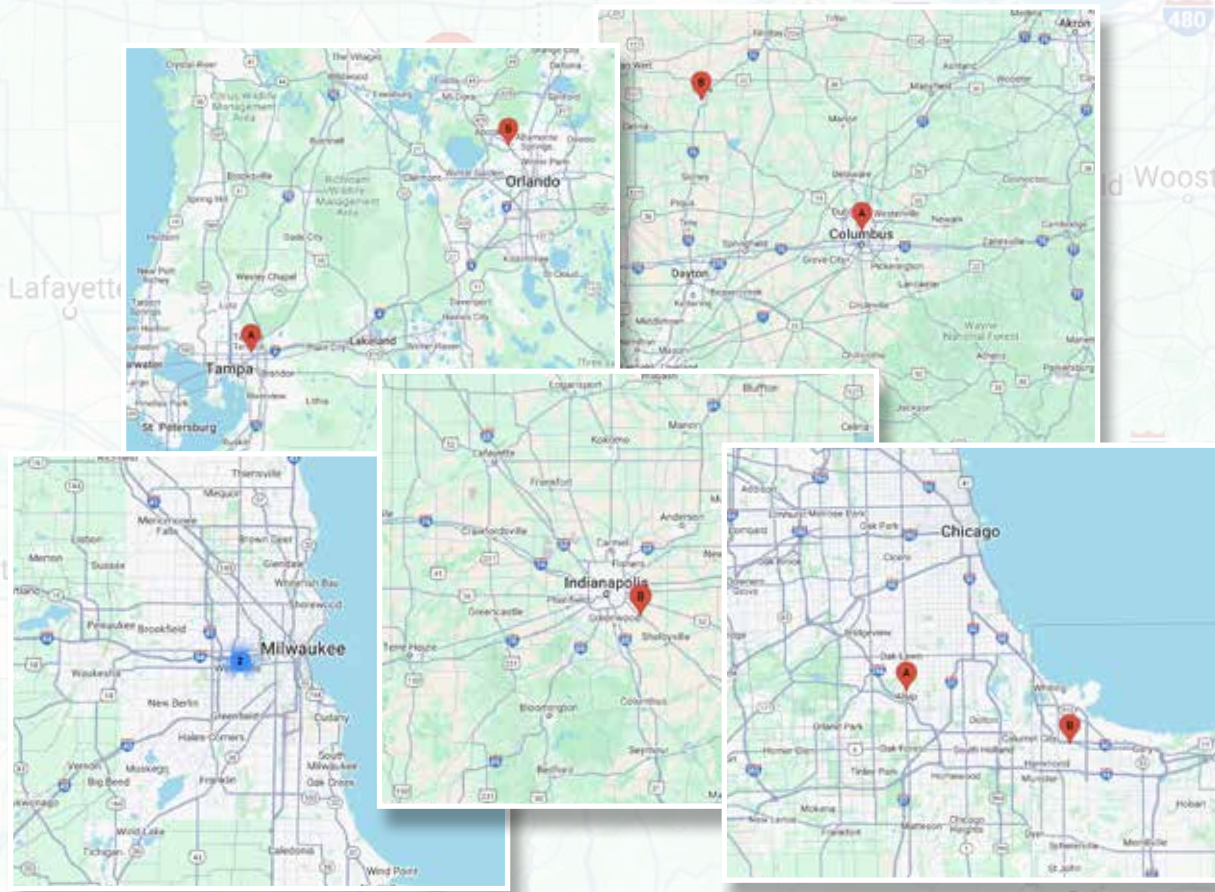


- 1. Potain HDT80: S/N 602141** (2013) 6.6-USt, 148' jib with up to 30 deg. offset, (3) section galvanized telescoping mast allowing hook heights up to 106' (jib horizontal), elevator cab, SM/DM trolley & block for 2/4-part hoist reeving, hydraulic ballasting derrick, complete set of base concrete ballast, radio remote control with load-moment indicator (LMI), master controller with 114' cable, anemometer, transport kits, (1) set of manuals. Unit #DL1179MLW. *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 Knoxville, TN.* 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 SK415 415186** (2006) 22-USt, 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, power cord, A/C, (1) set of manuals. *Located in Cleveland, OH.* Unit #9422. **POR**
- 6. Terex/Peiner SK575 27025** (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 Atlanta, GA.* Unit #8829. **POR**
- 7. Terex/Peiner SK575 27025** (2005) 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 Pittsburgh, PA.* Unit #8886. **POR**
- 8. Potain Model MR 605B: S/N 405856** (2007) Luffing boom tower crane, 35-USt, 197' Jib, 215LBR hoist winch, 108VBR luffing winch, 2/4 part block, full ballast, power cord, (1) set of manuals. *Located in Cleveland, Ohio.* Unit #9813. **POR** (Available as upper only or with sufficient mast for full freestanding hook height & optional base anchors.)



REGION REPORT

ALL BRANCHES TELL US WHAT'S GOING ON ...
AND WHAT'S AHEAD NEXT YEAR

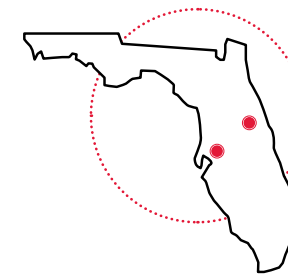


The reach of the ALL Family of Companies stretches from the balmy shores of Florida, extends up the eastern seaboard through the Southeastern U.S. and northwest to the Great Lakes into Illinois, Wisconsin, and Minnesota. Within the footprint, you find a variety of economies and demographics, as well as some surprises that defy expectation.

This diversity is among the advantages of the ALL Family. With each branch forming another link in the chain, the family of companies is strengthened by its ability to weather fluctuating market conditions. If one region of the country is experiencing a cooling economy, others are sure to be hot. We spoke with managers and key personnel at select branches to find out what's been going on in their regions, and what they see coming in 2025. This is our report on those conversations.

**ALL Sunshine Crane Rental
Orlando, Florida**
T.J. Wicklander, general manager

**ALL Crane Rental of Florida
Tampa, Florida**
Cody Johnson, general manager



Florida's population continues to grow at an explosive rate, adding nearly 1.1 million residents in a three-year period. The state's 18% growth rate over the past decade and a half outpaces national population growth by nearly triple.

And all those people need places to live, work, play, roads to drive, food to eat, and utilities to power it all. ALL Sunshine Crane Rental in Orlando and ALL Crane Rental of Florida in Tampa are both reaping the rewards of projects that address all those needs and more. This includes projects building or related to condos, roads and bridges (including adding lanes to the Florida Turnpike), water treatment plants, top-secret amusement park projects in the entertainment Mecca of Orlando, and new schools for the children of families moving in. Because Florida also attracts a large retired population, there is always demand for construction of medical facilities as well.

"We see a lot of crawlers on bridge work, handling heavy beams," said Wicklander. "We're using them in residential work

as well. We'll have two 440-ton crawlers in the Miami area soon handling ground modifications and driving foundations for a residential high-rise." Driving piles for seawalls is also among regularly slated work, in which 110-ton crawlers are in demand. Seventy-five-ton Link-Belt TCC-750 hydraulic crawlers are busy setting sound barrier walls for the miles of new highway the state is always adding.

We see a lot of rough terrain crane rentals used at wastewater treatment plants," said Johnson. "Road and bridge work keeps the 200- to 300-ton crawlers busy. Foundation people are using crawlers in the 100- to 150-ton range. All-terrain cranes are popular with bigger mechanical contractors."

Johnson also notes a rise in grocery store construction in the Tampa area, which also requires ATs for mechanical roof work.

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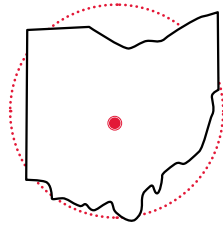


Speaking of what's ahead... FOX Television's "The Simpsons" is credited with making some predictions of its own over its 35-year run. Fans swear the show has accurately foreshadowed Smartwatches, autocorrect, a U.S. Olympic victory in curling, and the outcome of Super Bowl XXVI.



An estimated 1,250,000 alligators live in Florida. That's about one-quarter of the U.S. gator population.

ALL Crane Rental Corp.
Columbus, Ohio
Rich Randall, general manager



The Midwest is seeing an explosion in the construction of data centers. These multi-acre climate-controlled buildings house the computer hard drives that protect America’s growing reliance on digital technology. ALL Crane Rental Corp. of Columbus has already been involved in several projects for well-known names in the tech world, with more in progress and even more on the way. “We’ll have dozens of cranes working on one site,” said Randall. “Often these are nine- to 12-month rentals, mostly crawlers, doing everything from foundation steel and footers to precast, structural steel, and setting major utility components on the roof.”

Many projects are scheduled for completion in phases, with total construction taking multiple years; sometimes as much as a decade. The branch is also working on a distribution center for a large e-tailer, where heavyweight crawlers in the 500- to 770-ton range are used to set “superloads” of large machinery.

Proximity to Ohio State University continues to bear fruit, with the recent completion of a three-and-half-year project involving three luffing tower cranes to add 800 beds to Wexner Medical Center. The branch is also constructing a children’s hospital on the campus, with three towers currently on site. Education in general remains strong, with projects at Otterbein, Capital, and Columbus State.

Urban construction is being driven by the various corporate

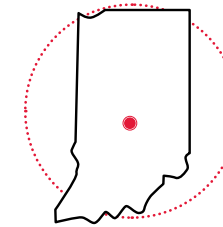


headquarters located in downtown Columbus and surrounding areas. Infrastructure projects remain strong, including highway and bridge work.



Columbus is considered the birthplace of the Oreo cookie. Nabisco opened the first Oreo factory there in 1912.

Central Rent-A-Crane
Indianapolis, Indiana
Kevin Hileman, branch manager
Patrick McKenzie, operations manager



Indiana has been making infrastructure news for years due to the state’s heavy investment in reimagining the highway system around its metropolitan hubs. However, the Hoosier State has been booming in general, with multiple large-scale projects in the residential, energy, and technology markets.

The Big Three automakers and a handful of their suppliers have committed substantial capital across Michigan, Indiana, Kentucky, as well as Tennessee, to build massive manufacturing plants for fuel cell batteries to support their transition to broader EV offerings.

“These projects use nearly every piece of equipment we offer in our expansive rental fleet from start to finish,” said Hileman. “Our foundation contractor customers make use of our rough terrain and telescopic crawler cranes to set rebar cages for their caissons, while both small and large lattice boom crawler cranes are put to work by steel erectors to set the structure of the buildings.”

Central Rent-A-Crane has had great success with all-terrain cranes working for months on end setting everything from roof top mounted air handling units and piping to pump houses and evaporative cooling towers for on-site water treatment facilities. Telehandlers and carry deck cranes, along with countless mobile elevating work platforms, round out the project with final machinery sets and ancillary equipment needed to put the plant online.

The next big opportunity in this space is industry-adjacent: recycling facilities to consciously dispose of and potentially reuse the waste created when these battery packs reach the end of their useful life. “It’s exciting to be on the ground floor of development on one of the first of these plants,” said McKenzie. “The critical investment by these organizations has benefitted our bottom line over the last couple of years, a trend that



looks to continue into the years ahead.”

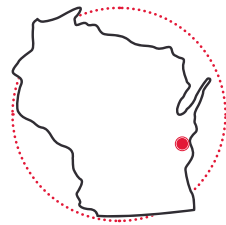
Indiana is also a burgeoning hub for data center construction, driven in part by the increasing demands of artificial intelligence. One of the primary factors making the region attractive is the relatively low cost of land. These facilities require expansive physical infrastructure to support their massive data-processing needs. In general, the Midwest

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Elvis left the building for the very last time after his final concert performance, held in Indianapolis on June 26, 1977.

Dawes Rigging & Crane Rental
Milwaukee, Wisconsin
Ryan Harrison, general manager



offers vast, open spaces at a fraction of the cost seen in tech-heavy regions like Silicon Valley or urban hubs on the East Coast. Dawes' coverage area, which includes four total branches as well as trucking arm DST (Dawes Special Transport), extends to two major metropolitan areas, both Milwaukee, Wis. and Minneapolis-St. Paul, Minn. Perhaps surprising for Midwest metro areas, both are experiencing a population boom – and Dawes' projects often reflect the support needed to handle such an influx. This includes residential high-rise construction, power generation plants to boost grid capacity, educational facilities, and medical centers.

“We’re fortunate; this part of the country doesn’t seem to experience wild swings in the market,” said Harrison. “Southern Wisconsin, in particular, has always had a little bit of everything. It’s allowed us to weather changing economic winds perhaps better than other regions.”

A previous boom in ethanol production plants and wind farms has quieted down, but work at food processing plants has risen to take its place. “Most likely attributable to work that was postponed during COVID ramping back up now.”

The technology-related sectors have remained strong as well, with a major software manufacturer redeveloping land left empty by an electronics manufacturer. “We’re also seeing lithium-ion battery production facilities. Warehousing, schools, and hospitals are popping back up,” said Harrison. “The only thing we’re not seeing as much is commercial. Retail areas are stagnant. But it’s been replaced by residential and mixed use.”

For commercial construction projects across the region, tower cranes are staying busy, as are crawlers in the 100-ton to 300-ton weight classes. And across all market segments, rough terrain cranes are in constant demand, especially units between 40-

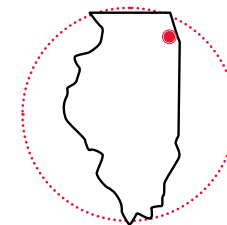


ton to 100-tons. The truck crane fleet, including ATs, has been working nonstop for the majority of the year. “We’ve also seen a rise in operated rentals. There’s a shortage of operators, and the unions are doing their best to address this, but customers are currently turning to us to fill that gap.”



Known for more than breweries, there are more than 1,000 houses of worship in Milwaukee, helping it earn the nickname “City of Steeples.”

Central Contractors Service
Chicago, Illinois
John Martello, general manager
Paul Urbanski, sales manager



It’s been an up-and-down year for the usually thriving Chicago area, but 2024 is ending on a decidedly “up” note that is expected to carry into the new year. In years past, Central Contractors Service averaged nearly 20 tower cranes erected at any given time. Lately it’s been roughly a quarter of that.

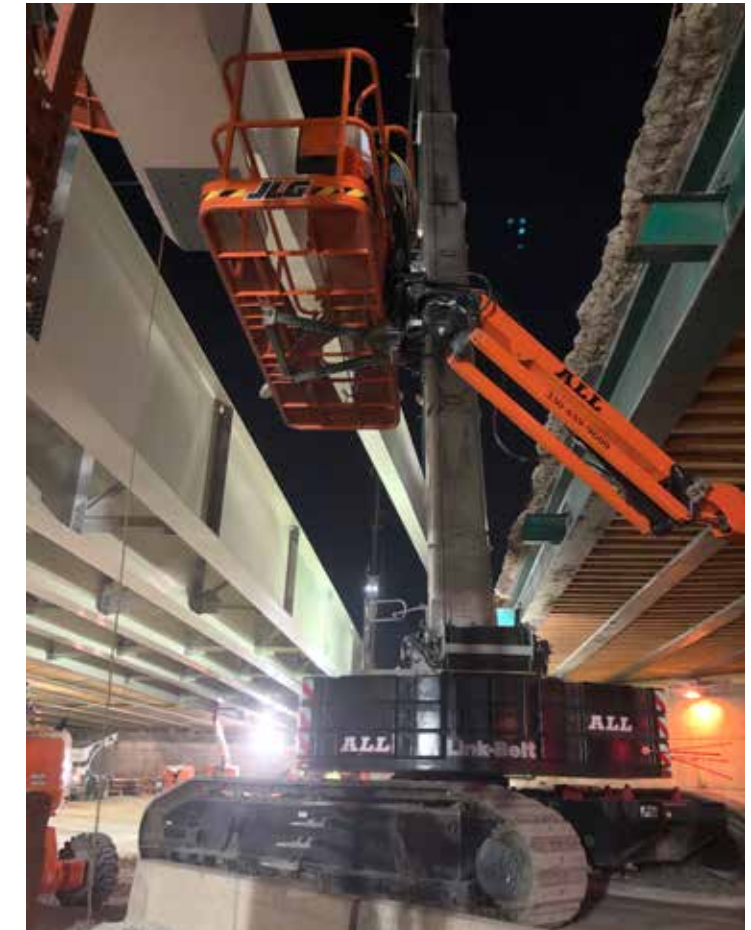
But Central – and indeed the whole of ALL – is much more than towers. That diversity of product and diversity in the customer base has enabled the branch to weather some storms. “Infrastructure has kept us strong,” said Martello. “We worked on new bridges all summer long. Work on the Illinois Tollway has remained consistent.”

Manitowoc MLC300 lattice boom crawler cranes with VPC-MAX were in demand for bridge work. “Contractors really like them because of the smaller footprint and no need to use a wheeled MAX-ER attachment,” said Urbanski.

Telecrawlers, including the 140-ton Link-Belt TCC-1400 and 250-ton Link-Belt TCC-2500, have been in high demand due to their versatility. “We can’t keep telecrawlers in the yard because they’ve been so popular with general contractors,” said Martello. “The TCC-2500 is really popular with its high capacity and versatility to move around a job site without having to disassemble and re-assemble like a traditional lattice boom crawler.”

“The vast inventory of the ALL Family has helped us pivot in seeking revenue with other avenues,” said Urbanski.

Looking ahead to 2025, there will be a project to expand O’Hare International Airport, as well as related infrastructure improvements to corridors from the west. Northwestern University in nearby Evanston is building a new football stadium, a nine-month project. Precast contractors are booking new warehouse construction within Chicago proper for next summer into fall. “The city’s reputation as a central shipping hub has made it popular for storage and distribution



centers,” said Martello.

Reticent developers have also indicated that some long-dormant projects may come roaring back in the new year. “There’s a good possibility some of them will start taking off by the second quarter,” said Urbanski.

At least a half-dozen new data centers are on the horizon, as well. That’s in addition to the six already under construction in the region.

Towers are even making a comeback. In January, a major tech company begins renovations to Chicago landmark the Thompson Center. A tower crane from Central will be there.

“We’re fortunate to have a diverse group of customers who work in a lot of sectors,” said Urbanski. “If one sector closes, we can look to another to lift us up.” **ALL**



Civil engineer George Ferris Jr. invented the Ferris wheel in Chicago in 1893 for the World’s Columbia Exposition. The first ride cost 50 cents and lasted about 20 minutes.

SHOP ALL-TERRAIN CRANES from 50-600 USt



Liebherr LTM 1300 6.2 - S/N 071694, 2016, 360 USt, Liebherr Diesels, 6,504 Upper Hours, 2,400 Lower Hours, 36,21 Miles, ZF TC-Tronic Transmission, 256' Main Boom, 41'-69' Swingaway Jib, (2) 23' Inserts for Swingaway jib, 230' Luffing Jib, 211,200 lbs. of Counterweight, Aux. Hoist, 525/80 R 25 Tires, Removable Outrigger Beams, Rooster sheave, Foldable to the Side, Preheat for Carrier, Removable telescopic boom WITHOUT luffing cylinder disassembly, Floodlights, A/C, Block, Single Sheave Block, and Ball, 3 Axle Boom Dolly. *Located in Atlanta, GA.* Unit #11208 **\$2,193,000**



Grove GMK6300L - S/N 6300-4076, 2013, 350 USt, Mercedes Diesels Tier 4i, Allison Transmission, 5,814 Upper Hours, 2,479 Lower Hours, 34,267 KM, 262' Main Boom, 70' Swing Away, 121' Jib w/ Inserts, Luff. Cyl. Aux. Hoist, 20.5R 25 Tires, Working Lights and Hoist Camera, Additional Spotlights on Rear Side of Carrier, Boom Float Kit, Boom Removal Kit, Hydraulic Disconnect for Outriggers, Drum Rotation Indicator, 360° House Lock, Boom Head Mounted Aircraft Warning Light, Outrigger Length Control, Removable Outrigger Boxes, Tri axle Boom Dolly, Blocks and Ball, Reman. Telescope Cylinder, Reman. Lift Cylinder, New Carrier Cab, New Paint. *Located in Fort Wayne, IN.* Unit #10846 **\$1,495,000**



Liebherr LTC1045-3.1 - S/N 056459, 2012, 50 USt, Rebuilt Mercedes Diesel, (3,572 Hours), 122,416 KM, 118' Main Boom, 25'-43' Double Lattice, Swing-away Jib, 445/95 R25 Tires, Aux. Hoist, 14,300lbs of Counterweight, Height Adjustable Crane Cab, Block and Ball. *Located in Cleveland, OH.* Unit #10632 **\$367,000**



Grove GMK5095 - S/N 5095-5506, 2015, 95 USt, Mercedes T4i Diesels, 7,760 Upper Hours, 3,322 Lower Hours, 47,455 KM, 197 Main Boom, 33'-56' Hydraulic Offsettable Bifold Jib, 16' Insert, Aux. Hoist, 20.5 XR 25 Tires, A/C in Upper and Lower, Outrigger Control Length, Boom Float Kit, Block and Ball, 2 Axle Boom Dolly. *Located in Madison WI.* Unit #DL1187mlw **\$743,000**



Terex Challenger 3180 - S/N 12108, 2012, 65 USt, Mercedes Diesels, 10,609 Hours, 48,442 Miles, 164' Main Boom, 27'-52' Double Folding Swingaway Jib, Aux. Hoist, Battery Disconnect Switch, Outrigger Load Indicator, A/C, Block And Ball. *Located in Chicago, IL.* Unit #10878 **\$315,000**



Link-Belt ATC3210 - S/N S3K5-4705, 2015, 210 USt, Cummins ISX 15L, 6,992 Upper Hours, 4,046 Lower Hours, 42,087 Miles, 200' Main Boom, 12'-40'-67' Hyd. Jib, Aux. Hoist, Winch Rollers, Single Axis Controls, Telematics, 115,500 LB Counterweight, Boom Flood Lights, Amber Strobe, Hook Block and Ball, Boom Dolly. *Located in Madison, WI.* Unit #11099 **\$939,000**



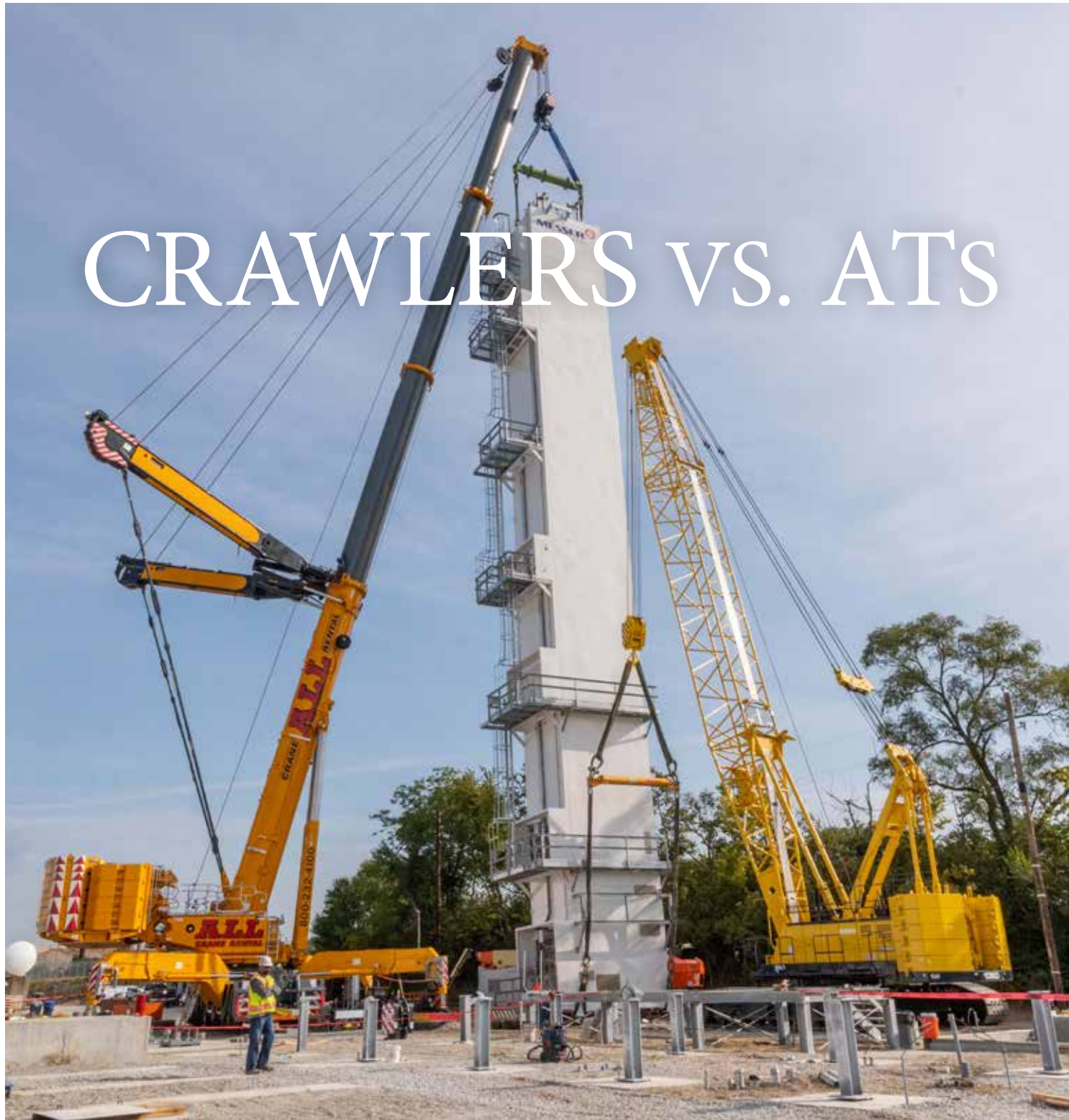
Grove GMK7550 - S/N 7450-8162, 2012, 550 USt, Mercedes Diesels, 10,650 Upper Hours, 49 Lower Hours, 45,651 KM, Mega Wing Lift, 197' Main Boom, 259' Luffing Jib, Heavy Duty Jib, Rigging Winch, A/C, Trailing Boom Float Kit, Boom Removal System, 20.5 R25 Tires, Aluminum Wheels, Fire Suppression System, Blocks and Ball, 3 Axle Boom Dolly. Rebuilt Lower Engine. *Located in Indianapolis, IN.* Unit #10604 **\$1,259,000**



Liebherr LTM 1500 8.1 - S/N S/N073348, 2011, 600 USt, Liebherr Tier 3 Diesels, 10,680 Upper Hours, 4,158 Lower Hours, 55,668 KM, 276' Main Boom, 298' Luffing Jib, Y-Guy, 2 Winches, 20.5 R 25 Tires, A/C, (8) Counterweight slabs, 363,770 lbs. Total Counterweight, Additional Fuel Tank, Telma Brake, Working Lights, Liccon, Blocks and Ball. *Located in Cleveland, OH.* Unit #10485 **\$2,200,000**



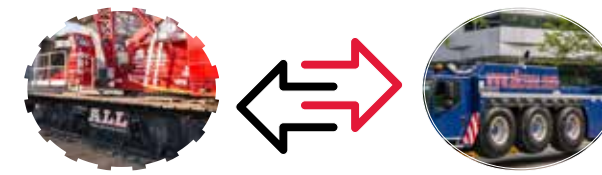
Liebherr LTM1130-5.1 - S/N 066456, 2013, 155 USt, Liebherr Diesels, 9,854 Upper Hours, 5,506 Lower Hours, 42,759 Miles, 197' Main Boom, 35.5'-62' Swingaway Jib, (2) 23' Jib Inserts, Rooster Sheave, 20.5R 25 Tires, Telma Brake, A/C, Supporting Base Detection, Battery Charger, 92,600 LBS of Counterweight, Working Floodlights, Blocks and Ball, 2 Axle Boom Dolly. *Located in Nitro, WV.* Unit #10761 **\$903,000**



CRAWLERS vs. ATs



The first crawler crane was designed and manufactured in 1911 by Bucyrus Company, located in Bucyrus, Ohio. It was powered by a gasoline engine, and included a standard 18.3 meters lattice boom and a 4.27 meters diameter swing ring. The 47-ton crawler crane significantly evolved during the following years, passing from a set of timber beams and overall length of 6 meters to long steel lattice booms that can extend to hundreds of meters.



With capacity no longer a differentiator, which machine is best for your job?

As capacities for all-terrain (AT) cranes have steadily increased over the last decade and a half, they have closed the gap with crawler cranes. But there are still plenty of differences between the two types of lift equipment that make each better suited to certain job sites and lift conditions.

“The increased capacities of ATs have been good for us and good for our customers,” said Chad Rados, project coordinator for ALL Erection & Crane Rental, flagship branch of the ALL Family of Companies. “Because our fleet is well stocked with ATs and crawlers of virtually every weight class, we have so many tools available to us to match the job with the right equipment.”

The job chooses the cranes

Rados is fond of saying, “the job chooses the crane.” This philosophy has permeated the organization. “If you look closely at what the customer is trying to accomplish and the site conditions therein, more often than not it will lead you to the crane you need,” said Brian Meek, sales representative with ALL.

A key determining factor is job duration – ATs are more desirable for short-term assignments; crawlers the choice for long-term jobs. “Crawlers have a lot of upfront costs that ATs don’t,” said Rados. “Freight fees to deliver a dozen or more truckloads to the site, labor costs for assembly, which

can take days for crawlers. But at some point, the less expensive daily rental fee for crawlers begins to make up for these upfront costs.” The time varies, but Rados says a rule of thumb is three weeks. Longer than that and crawlers become the better option.

While it’s true that ATs travel lighter – rolling onto job sites mostly assembled on their own street-legal tires (as long as special permitting is secured) – they can sometimes need help with assembly, too. “If we’re adding a luffing jib, longer fixed jib, or Y-guying to strengthen the main boom, we’ll need an assist crane,” said Meek. “But usually, an AT is rolling only with counterweight on another truck.”



Pros and cons

So, what are the pluses of each type? While every job is different, in the most general terms, here are the facts. Due to their steerability, all-terrain cranes work well in tight spots and in getting around obstructions. They often require fewer people to operate than crawlers. Because they travel on wheels, not tracks, they can easily traverse paved areas. Crawlers will require special matting and/or temporary gravel roads anywhere they need to go.

Crawlers generally move from place to place within the same job site faster and easier than ATs, as long as the surface conditions and ground bearing pressures are favorable. ATs will need to be boomed

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ATs had their beginnings in the early 1950s with the first small 4x4x4 all-terrain crane products developed by Thomas Smith & Sons (Rodley) Ltd for the UK Ministry of Defence.

“
The job chooses
the crane.”

– Chad Rados, ALL project coordinator

down and outriggers retracted before moving, then outrigger mats will have to be reset at the new position. Crawlers also have the advantage of being able to pick and walk with a load, something ATs cannot do.

“Crawlers are built for speed,” said Meek. “If you need to do 100 to 200 lifts, you want a crawler. That’s why they’re mainstays of every conceivable construction site.”

But if you need to thread the needle with a complex lift performed within a tightly confined space? That’s the specialty of an AT.

When letting the job choose the crane, it’s also important to consider the entirety of the job, down to the very last day. Why? Because, sometimes, you might have plenty of space to assemble a crawler at the start of work, but by the time the job is done, there’s no room to disassemble the crane. “In that case, what seemed to be a natural crawler job instead becomes one that must be done by an all-terrain crane,” said Meek.

In-house expertise

Navigating the many complex scenarios that can dictate the type of crane needed can be a specialty unto itself. ALL has developed an in-house process to probe deeper with customers and uncover as much detail as possible to aid in making the correct decision.

“These questions, scenarios, and processes help us see the true costs to the customer from choosing one crane over another,” said Rados. “So not only can we determine why a certain crane is better for the job, we can clearly show the customer the money they will save by going with the most efficient option.” **ALL**



STANDOUTS

Spotlight on one AT and one crawler

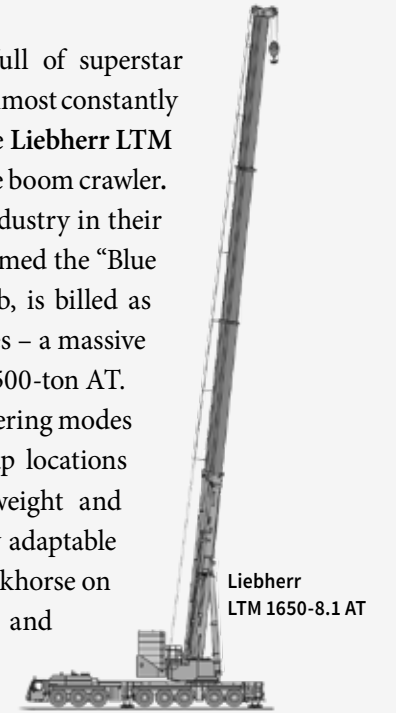
The all-terrain and crawler categories are full of superstar equipment, but one of each stand out for being almost constantly on rent, according to Chad Rados. They are the Liebherr LTM 1650-8.1 AT and the Maniowoc MC300 lattice boom crawler.

“Each of these cranes have changed the industry in their own ways,” said Rados. The LTM 1650, nicknamed the “Blue Beast” due to its custom cobalt-blue paint job, is billed as having the largest lifting capacity on eight axles – a massive 770 tons. All within the footprint of a smaller 500-ton AT.

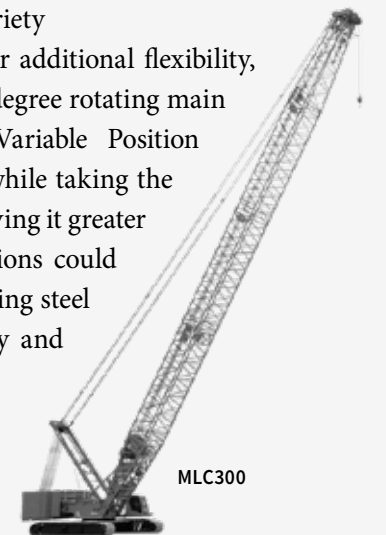
It is fast to mobilize and set up. Different steering modes enable the crane to crab steer into tight setup locations similar to a smaller AT. Variable counterweight and variable position outriggers make it extremely adaptable to unique crane placement locations. It is a workhorse on bridge work as well as industrial applications and wind farms.

The MLC300 with VPCMAX is built to transport heavy materials around a variety of job sites, even with rough terrain. For additional flexibility, the MLC300 with VPCMAX has a 360-degree rotating main boom. With Maniowoc’s MAX-ER Variable Position Counterweight® (VPC®), it adds ballast while taking the place of a traditional MAX-ER wagon, giving it greater versatility. It goes where previous iterations could not, even on barges. It is popular for setting steel and precast concrete, as well as refinery and bridge work.

Said Rados, “Both of these cranes are so constantly busy, sometimes I wonder, what did we do before them?”



Liebherr
LTM 1650-8.1 AT



MLC300



In the crane world, AT stands for all-terrain. In the 1980 film “The Empire Strikes Back,” the first half of AT-AT means the same thing. It stands for “All-Terrain Armored Transport.”



The Liebherr LTM 1650-8.1. was heralded as “the ultimate machine on eight axles.” The LTM 1650 offers greater flexibility of use thanks in part to technology inherent in VarioBallast®, which provides high performance with a smaller ballast radius. This makes the machine ideally suited for the limited space on mill, refinery, or power plant sites.

SHOP INDUSTRIAL CRANES from 9-22 USt



1
Broderon IC-200-3G - S/N 219063200, 2012, 15 USt, Cummins B3.3 (7,407 Hours), 50' Main Boom, 16 Jib, 2 Wheel Drive and 4 Wheel Steer, Engine Heater, Headlight and Taillight Grilles, Strobe Light, All Weather Cab, RCL Greer, Block and Ball. New Paint, Rebuilt Boom. Located in Toledo, OH. Unit #10507 **\$113,000**



2
Shuttlelift 5540F - S/N 322010, 2012, 15 USt, Cummins QSB3.3 (2,578 Hours), 41' Main Boom, 15' Jib, 2 Wheel Drive, 4 Wheel Steer, Enclosed Cab, Lifting and Tie Down Lugs, Load Indicator, Heater, Strobe Light, Headlight and Taillight Grilles, Cab Dome Light, Block and Ball. Located in Cleveland, OH. Unit #10624 **\$87,500**



3
Broderon IC-80-3J - S/N 65796680, 2013, 9 USt, Cummins B3.3 L Diesel (4,148 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 Kaukauna, WI. Unit #10683 **\$83,500**



4
Shuttlelift 5560B - S/N 321952, 2012, 18 USt, Cummins B3.3 (3,408 Hours), 54'5" Main Boom, 15' Jib, Catalytic Converter, Engine Block Heater, Outrigger Position Monitoring System, 4 Independent Outrigger Controls, LMI, Enclosed Cab, Block and Ball. Located in Toledo, OH. Unit #10607 **\$145,000**



5
Shuttlelift 7755 - S/N 321441, 2010, 22 USt, Cummins QSB 4.5 (10,736 Hours), 67' 5" Section Boom, 17' Jib, 4 Wheel Drive, 17.5-25 Bias Tires, LMI, Enclosed Cab, Cold Start Kit, Engine Block Heater, Full Lighting Package, Outrigger Alarm System, Headlight and Taillight Grilles, Lifting and Tie Down Lugs, Block and Ball. Rebuilt Scope Cylinder 2023. Located in Cleveland, OH. Unit #10367 **\$173,000**



6
Broderon IC-250-3E - S/N 77438250, 2023, 18 USt, GM5.7L V8 EPA Tier II LPG Fuel Only, (374 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 Indianapolis, IN. Unit #11821 **\$327,000**

SHOP BOOM TRUCKS from 23-60 USt



1

NEW National 9103A, 26 USt, 31' - 103' Four Section, Full Power Telescopic Boom, 25-44 ft. Telescoping Boom Extension. Mtd on a 2025 Peterbilt 548 3 Axle Chassis, Paccar PX-9 Engine 350HP @ 1050lbs of Torque, Allison 3000 RDS Transmission, 80 Gal Aluminum Fuel Tank, and MUCH MORE. Unit #R2451



2

NEW Manitex TC50128S, 50 USt, Riding Seat Crane, 128' Main Boom, Jib Ready, Front Bumper Stabilizer for 360° Load Chart, A/C & Heat in Tilting Operators Cab, 2 Year Warranty. Mtd on a 2024 Peterbilt 567 with Cummins X15 500 HP Engine and Allison 4500 transmission. Unit #R2422

Also check out what's available online at www.allcrane.com/Equipment



3

NEW Manitex 30112S, 30 USt, 112' Main Boom, 26'-46' Jib, 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, Cummins X15/500 HP, Allison 4500 Automatic Trans, 100 Gallon Fuel Tank, 20K FA, 46K Tandem, Air Disc Brakes, Zinc-Coated Frame Rails, and MUCH MORE. (Stock Photo) Unit #R2388



5

Elliott 36127R, 36 USt, 127' Main Boom, Jib Ready, Aluminum Deck, Single Sheave Block, and Ball. Mtd on a Western Star W4700 Chassis, DD13 470 HP, Allison Transmission, Dual 50 Gallon Fuel Tanks. Unit #U2225



7

Terex Crossover 4500L, 45 USt, Riding Seat Crane, 129' KEEL Main Boom, 32'-49' Offset Able Jib, X Pattern outriggers remove the need for a front stabilizer, Aux. winch, Anemometer, Removable front window in operators cab, Heat & A/C. Mtd on a Western Star 4700 Chassis DD13 380 HP, 8LL Trans, 20K F/A 46K R/A, three 8,000lb lift axles one tag and two pushers. Federal Bridge Law Legal. Unit #X2438

Also check out what's available online at www.allcrane.com/Equipment



4

NEW 2023 Manitex 26101C, 26 USt, 101' Main Boom, 29' Jib, Rotation Resistant Rope, Continuous Rotation, Front Bumper Hyd Stabilizer for 360° Load Chart, Out & Down Outriggers, Oil Cooler, Bulkhead, and Extra Control Valve for an accessory. Mtd on a Freightliner 114SD+ Chassis, Cummins X12/455 HP, Allison 4500 Trans, 20K FA, 40K Tandem, Air Disc Brakes, 100 Gallon Fuel Tank, and Backup Camera. (Stock Photo) Unit #R2412



6

NEW National NBT45127-2, 45 USt, 127' Main Boom, 31'-55' Jib, Front Bumper Stabilizer for 360° Load Chart, Internal A2B, and Max cwt. Mtd on a Peterbilt 567 chassis, X15/500 HP, 18-Speed Ultrashift Trans, Federal Bridge Legal, 100 Gallon Fuel Tank, Locking Rear Axles, and Wheel Ends, Alum Wheels, AM/FM Radio, Bluetooth Capable, and MUCH MORE. (Stock Photos) Unit #R2376



8

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. Unit #R2425

SHOP CRAWLER CRANES from 75-1,000 USt



Manitowoc 21000 - S/N 21001007, 2001, 1000 USt, Cummins QSK19-C600, 300' #80 Main Boom, 280' #81 Luffing Jib (S/N 21005006), 140' Mast, MAX-ER Attachment (S/N 21003006), New Rotec Bearing (2019), Block and Ball. Located in Columbus, OH. Unit #9466 **\$1,900,000**



Link-Belt TCC1100 - S/N S1K3-3755, 2013, 110 USt, Cummins QSL9 (9,421 Hours), 150' Main Boom, 10' - 31' - 55 Jib, Aux Hoist, Toolbox, Rotating Beacon, Upper Mount Working Lights, Block and Ball. Located in Nitro, WV. Unit #10819 **\$650,000**



Link-Belt LS218HSL - S/N N6K4-3790, 2014, 110 USt, Isuzu 6hk1 Tier 4i (13,715 Hours), 160' Main Boom, 30' Fixed Jib, Free Fall, Full Counterweight, Block and Ball. Located in Raleigh, NC. Unit #10907 **\$623,000**



Manitowoc 999 - S/N 9991029, 2001, 275 USt, Rebuilt Cat Diesel June 2015 (11,849 hours), 200' Main Boom, 2 Drums, Self Erect Option, A/C, Upper Boom Point, Block and Ball. Located in Orlando, FL. Unit #7719 **\$543,000**



Manitowoc 18000 - S/N 18001026, 2008, 660 USt, Rebuilt Cummins QSX15-600 (4 Hours), 300' Main Boom, Full Counterweight, Cold Weather Package, Maxer Prepped, Self Erect, Wind Anemometer, Block and Ball, Rebuilt Tracks, Newer Paint. Located in Indianapolis, IN. Unit #9626 **\$1,850,000**



Link-Belt LS138HSL - S/N P8J8-0294, 2008, 80 USt, Isuzu 6HK1 (18,350 Hours), 150' Main Boom, 3rd Drum, Free Fall, Full Counterweight, Block and Ball. Located in Milwaukee, WI. Unit #10062 **\$319,000**



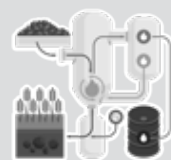
Link-Belt TCC750 - S/N R8K0-1976, 2010, 75 USt, Cat Diesel (15,292 Hours), 115' Main Boom, Aux. Hoist, Single Axis Controls, Toolbox, Block and Ball. Located in Toledo, OH. Unit #10360 **\$295,000**



Manitowoc 2250 - S/N 2251287, 2008, 300 USt, Rebuilt Cummins QSX15 (0 Hours), 200' Main Boom, Series 3 Counterweights, MAX-ER 2000 Prepped, Self Erect, A/C, Cold Weather Package, Wind Anemometer, 2 Drums, Upper Boom Point, Block and Ball. Located in Pittsburgh, PA. Unit #10172 **\$879,000**

CASE STUDY

STANDING OUT

MANITOWOC 21000 LIFTS 350,000-LB
KILNS AT NEW RECYCLING FACILITY

Pyrolysis is the process of thermal breakdown of plastic waste in the absence of oxygen to produce liquid oil. It helps in the conversion of plastic waste to energy, in the form of solid, liquid, or gaseous fuels.

Construction of a world-class plastic waste sorting and pyrolysis facility in Hebron, Ohio, wouldn't have happened without ALL Crane Rental Corp. of Columbus, a member of the ALL Family of Companies.

The branch played a key role in the construction of the 260,000-square-foot facility, providing a wide range of cranes for the project.

Rich Randall, general manager, says one piece of equipment stands out: the Manitowoc 21000 lattice-boom crawler crane. With a 1,000-ton capacity and a boom that extends up to 400 feet, the massive crane was brought in to lift two 350,000-pound kilns and their 140,000-pound combustion chambers.

The kilns are designed to heat plastic waste to extremely high temperatures, helping to convert it into "PyOil," a liquid hydrocarbon that can be refined into products like plastic resins. The facility will be capable of recycling 90,000 tons of plastic annually.

According to Randall, the crane's impressive size isn't the only notable aspect of the job. ALL Crane was tasked with providing a full turnkey solution for the general contractor. "They enlisted us to assess the ground bearing pressures, deliver the necessary stone and crane mats for foundation support, and manage the procurement of rigging, in addition to supplying cranes and handling the lift planning and execution," said Randall.

To ensure the lifts went smoothly, Randall collaborated with ALL's in-house engineer, John Stolarczyk, based at sister branch Dawes Rigging & Crane Rental in Wisconsin. Stolarczyk reviewed geotechnical reports, crane specifications, and lift details, offering recommendations for allowable ground bearing pressures and the proper site preparation.

The Manitowoc 21000, which was already stationed in the Columbus yard after being used for construction of regional tech-sector data centers, was the ideal choice for this task. Its high capacity and extended reach were essential for two main reasons. First, it could handle the massive weight of the kilns. Second, it could work from a distance because the crane had to be positioned



outside an area where concrete had already been poured. To protect the concrete, the crane had to operate from a 160-foot lift radius.

The crane's configuration included 220 feet of main boom, 494,700 pounds of counterweight, and an additional 1,124,000 pounds of counterweight with the Manitowoc MAX-ER attachment, which further boosted capacity while minimizing ground pressure impact. It took four days to set

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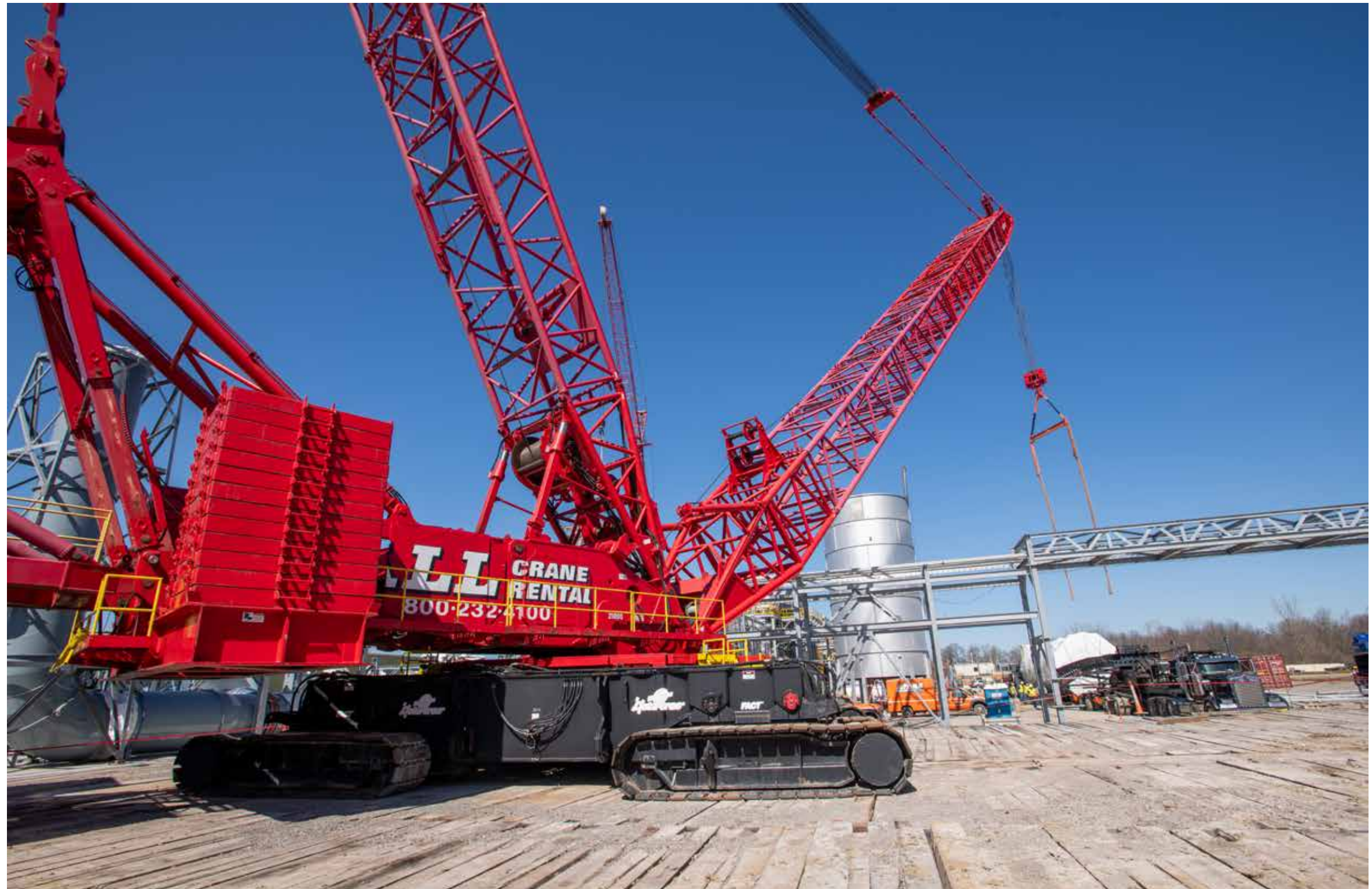


Hebron, Ohio, was founded in 1827 and became a bustling "canal town" along the Ohio Canal System, known for its tanneries, sawmills, warehouses, and distilleries.

the two kilns and combustion chambers.

The crane's performance was so efficient that the contractor kept it on-site to handle lighter lifts in areas where concrete had already been poured. Thanks to the Manitowoc 21000's remarkable reach, these smaller lifts were completed quickly without the need to deliver and assemble another crane.

Since work began on the facility in 2023, ALL Crane has been integral to the plant's construction, providing not only the Manitowoc 21000 but also several other cranes, including multiple 100-ton rough terrain (RT) cranes, all-terrain cranes ranging from 50 to 770 tons, a 165-ton RT for steel erection and pipe connections, 50-ton RT support cranes, aerial lifts, and telehandlers. **ALL**



When configured with its luffing jib attachment, the Manitowoc 21000 can reach 640 feet — more than twice the height of the Statue of Liberty.



With a weight of 350,000 pounds, the kilns at this facility weigh more than a blue whale, the largest animal on earth, which tops out at 300,000 pounds.

HIDDEN BENEFITS

BEING AN AUTHORIZED DEALER MEANS HAVING FACTORY-TRAINED MAINTENANCE TECHNICIANS



89% of HR leaders agree that constant employee training is essential to a successful career.

The ALL Family of Companies is well known for crane rentals, but it also sells cranes and is, in fact, an authorized dealer for many respected brands of heavy-lift equipment. Being an authorized dealer comes with many customer benefits, including the factory training that ALL's service and maintenance teams gain as part of ALL's dealer status.

It's a benefit realized not just by buyers of cranes from ALL. Because ALL only sells crane brands and models that are also part of its own fleet, rental customers also reap the benefits of this training. What ALL's technicians learn during these sessions equips them to diagnose problems faster, perform repairs more efficiently, and reduce customer downtime.

"Time is money," said Gregory Kossman, service manager for flagship branch ALL Erection & Crane Rental in Cleveland. "By having a staff of factory-trained maintenance technicians, we're able to offer fast, quality service that keeps our customers working longer."



Best in class

Every crane manufacturer's training slate is different, but most offer multiple classes throughout the year that cover a wide variety of topics and internal crane systems.

"The manufacturers will have a set curriculum," said Kossman. "For example, technicians might need to pass basic electronics before they can move onto basic hydraulics. After that, they can get onto operating systems, which relate to the computer 'brains' that all cranes have now."

Once a technician has become certified in a manufacturer's operating system, he often gains access to that maker's proprietary software, tied specifically to that technician's name. "He can plug in remotely or on-site and diagnose maintenance problems on the crane," said David Kovach, service manager of Dawes Rigging & Crane Rental, a member of the ALL Family

We're able to offer fast, quality service that keeps our customers working longer.
- Gregory Kossman, ALL Crane service manager

of Companies in Milwaukee. "That can further accelerate a repair timeline for our customers."

The amount of factory training that each technician on ALL's staff takes part in can add up to a month's worth of time. Most classes run Monday through Friday, culminating in a test on the last day. Passage of the test is required to earn certification in that training.

Technicians spend about 40% of this time in classroom sessions, with the other 60% in hands-on training. "Some manufacturers will even 'bug' an actual crane - manipulate it so there are problems - and turn the student loose on it to diagnose and correct the issues," said Kovach.



Building relationships

Kovach and Kossman agree that there's another benefit to having ALL maintenance teams attend factory training: the relationships they forge with a manufacturer's in-house maintenance personnel. These are the people who teach the classes - and the same people ALL's technicians will call on when they encounter an unusual repair challenge.

"These are the guys who answer the phone when one of our technicians place a call for assistance," said Kossman. "That prior relationship gives us direct access to their knowledge, because we don't have to call a general number and wait for a

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One of the most famous corporate training programs is Hamburger University at McDonald's Corporation global headquarters in Chicago. It instructs restaurant managers and franchise owner-operators.

call center. They understand that our guys know the ins and outs of that crane. The manufacturers' guys are better able to troubleshoot over the phone because there's that level of comfort and trust."

Kossmann points out that a single symptom – for example, the crane won't start – can have a multitude of possible causes. "If it's gotten to a point where we're calling for backup, they know it's serious," said Kossmann. "They know that we've already taken a deep dive ... and they're also aware of how vital it is to our customers to get the problem solved quickly."

One of the strengths on which ALL has built its reputation is its service. Company ownership invests in highly trained staff, and that staff appreciates the responsibility that comes with it. "Our technicians understand their role, and take pride in the work they do," said Kovach. "Our organizational commitment to quality is one of the reasons our customers trust us, and technicians take the training seriously because of that."

Kovach says being an authorized dealer has still another perk: manufacturers will customize a training class just for ALL. "Because we have so many types of cranes in our fleet, we're often able to notice an emerging maintenance issue that is affecting different cranes of the same model," said Kovach. "We can bring that to the manufacturer's attention, and they can craft a training class to address the repair. We have one of these coming up in January."

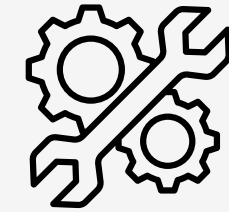
Perhaps that is the ultimate value derived from manufacturers' helping to train the people who work on their machines. It expands in number the forces working on future solutions. It erases the line between maker and maintainer. It creates a single team working toward one goal: to help ensure the best product possible for end-users. **ALL**



ALL maintenance technicians spend an estimated 160 hours per year in factory training. That doesn't include the other in-house training they regularly participate in.

Crucial Link

Link-Belt's approach to factory training



For crane manufacturers, there's an obvious reason to offer factory training to their authorized dealers: potential customers view products that are backed with service as a better buy. Plus, many dealers make money selling used units, and a well-trained maintenance staff helps ensure cranes remain in tip-top shape even after years in a rental fleet.

Bill Stramer, Link-Belt's senior vice president of marketing, sales, and customer support, says the company is proud of the training it provides. "We've got a dedicated training center with excellent tools and, of course, a fleet of Link-Belt cranes on which the technicians can work," said Stramer. "Our training is based on the concept that seeing and listening are important, but hands-on work is critical for retaining knowledge."

Link-Belt has a staff dedicated only to running Link-Belt's factory training program. "We're usually holding two classes per week," said Stramer. "One might be a more advanced class and the other an introductory session."

It's important to offer a variety of academic rigor because different students are at different points in their training. Link-Belt employs online pre-testing to assess a candidate's awareness of crane fundamentals such as hydraulics and electrical systems. This helps ensure potential attendees have the baseline knowledge needed



to participate in the in-person classroom instruction.

"Cranes have gotten more reliable over the years, but they're also more technical now. There's a certain skill level that today's maintenance personnel must have," said Stramer. "These days, when a technician is readying to make a repair, they'll often take out their laptop before their toolbox."

Link-Belt cranes are well-represented in the ALL Family's own fleet and dominate the company's hydraulic crawler category. Plus, Dawes Rigging & Crane Rental has been an authorized Link-Belt dealer for three decades.

"We have enjoyed a solid relationship with Dawes and the ALL Family, based on mutual respect," said Stramer. "Dawes has a well-trained, dedicated team and a maintenance team that is highly advanced. Customers know they are getting excellent technical support when they buy a Link-Belt from Dawes."



Link-Belt began back in 1874 when William Dana Ewart invented a new detachable drive chain – a "linked belt" – for harvesters used in agriculture. By the turn of the 1900s, Ewart's innovation was being used in the first wide-gauge steam-powered coal-handling clamshell crane.

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: 2024 National NBT45127-2



NEW 2025 Shuttlelift

- 25 USt Lift Capacity
- 71' Four-section boom
- 17' Offsettable jib
- Four-position pivoting head boom
- Out and down outriggers with several modes
- Four-wheel drive, four-wheel steer capacity



2025 SKYJACK SJ1256 THS—12,000-lb Capacity, 56'3" Lift Height, 42'6" Forward Reach, Axle Mount Outriggers, Solid Filled Tires.

2025 SKYJACK SJ1056 THS—10,000-lb Capacity, 56'3" Lift Height, 42'6" Forward Reach, Axle Mount Outriggers, Solid Filled Tires.

2025 SKYJACK SJ843 THS—8,000-lb Capacity, 43'4" Lift Height, 28'7" Forward Reach, Solid Filled Tires.



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AERIALS: KRIS KASPAREK, GM ALL AERIALS, LLC / KRIS.KASPAREK@ALLCRANE.COM / 330.558.8290

BOOM TRUCKS & TRAILERS: MATT BARRY, GM ALT SALES CORP. / MATT.BARRY@ALLCRANE.COM / 330.558.8270



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.

Link-Belt HTC-86110

- Hydraulic Truck Crane
- 110 USt capacity
- 164' Boom
- 262' max tip height

Link-Belt HTC-86110

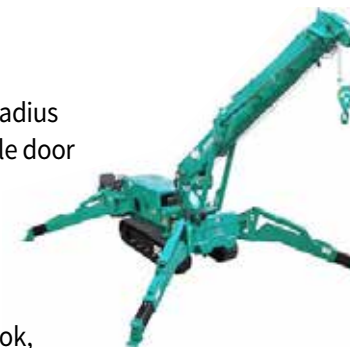


Full line dealer of Maeda - the most compact cranes in the industry. Powerful productivity features on fit-anywhere bodies.

Maeda MC405C

- 4.24 USt / 8,480 lb capacity
- 54' five-section boom length
- 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.



Genie GS-5390

- Scissor Lift
- 53' platform height
- 1,500 lb capacity

Genie boom lifts and scissor lifts can be found on many of our jobsites across North America. We rely on their equipment on a daily basis, and are proud to be dealers for their full line of aerials. Contact your local ALL Family branch to learn more about adding Genie equipment to your fleet.



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.



VIDEO CASE STUDY

WONDER TWINS

ALL BRINGS TOGETHER TWO 900-TON ATS TO REPLACE DOWNTOWN RAILROAD BRIDGE



The Norfolk Southern Bridge is historically significant as a noteworthy construction achievement. The bridge's main vertical lift span alone is an impressive and historic structure. It was built in 1957, although some of the approach system is much older than the lift span, and dates to 1906-1917.



Sometimes two heads are better than one ... and so are two cranes. Especially when the job is to replace part of a railroad bridge in a close, urban setting – in which the remaining tracks must stay intact to both roll the old bridge section away and roll the replacement section into the work zone.

The solution called for a rarely seen heavy lift operation requiring two 900-ton cranes, working side-by-side, but not performing any dual picks.

It's the kind of job that only happens once or twice a career, according to Chad Rados, project coordinator for ALL Erection & Crane Rental, flagship branch of the ALL Family of Companies, which provided cranes for the job.

The operation happened this summer in Cleveland at the Norfolk Southern railroad bridge over West Third Street downtown. One crane was set up directly on the street below the tracks, the other in a neighboring empty lot, with the cranes only approximately 25 feet apart.

“When you're in the thick of planning the project, you're thinking about all the little details that lead to a successful lift,” said Zac Kasperek, sales representative with ALL Erection & Crane Rental. “Then the day came that we've got

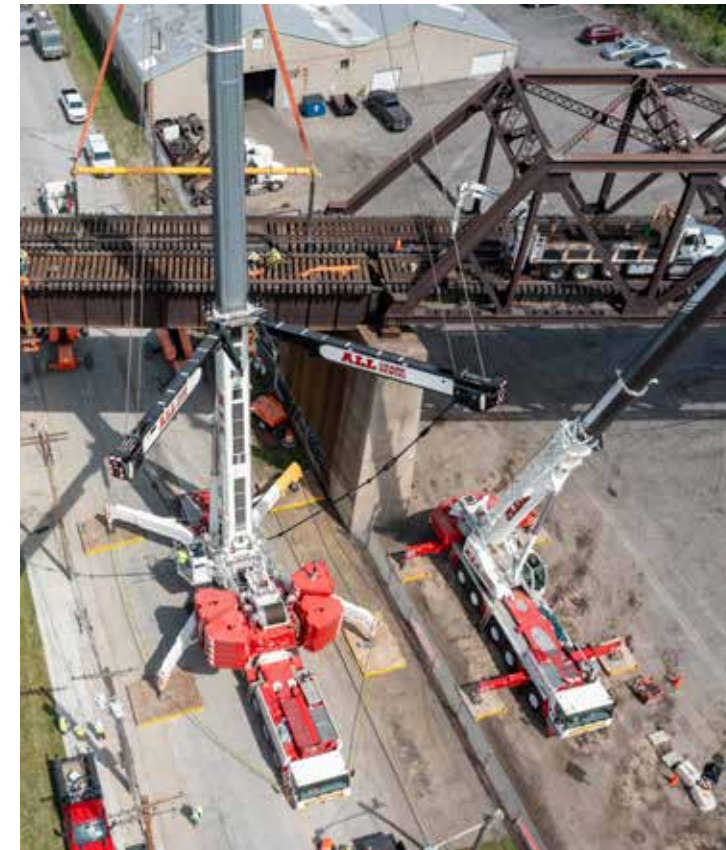
two 900-ton cranes set up and ready to work, and it occurred to me ... the fact that we had two cranes of that size mobilized in one area, on the same job, was pretty impressive.”

Both were Liebherr LTM 1750-9.1 all-terrain cranes configured with 161 feet of main boom and maximum counterweight. The crane on West Third Street, with its boom directly over the replacement area, was also outfitted with Y-guying to bolster boom capacity.

The operation called for the West Third Street crane to single-pick the old bridge section and set it on a flatbed rail car directly east of the now-missing section, on a second set of tracks. A road-rail vehicle (a truck able to drive on train tracks) powered the flatbed to the east, where the second Liebherr LTM 1750 lifted the old section off the flatbed, lowered it to the lot below, then picked up the new replacement bridge section and set it on the flatbed.

The road-rail vehicle next drove the flatbed back to the Third Street crane, which picked it from the railcar and set it into the gap created by the absence of the old bridge section.

In essence, with the flatbed acting as a go-between, the two giant cranes formed an assembly line. Total elapsed time: about seven hours.



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Liebherr began production on the LTM 1750-9.1 all-terrain crane in 2012.

The need to use two 900-ton cranes in this manner was prompted by a variety of factors. The top elevation of the bridge was 55 feet. Because of size of the bridge section, which measured 90 feet and weighed 243,000 pounds, rigging required a large spreader beam. The narrowness of West Third Street left no room to lay down the old bridge section or the new one, requiring a shift to the adjacent empty lot.

“This is a classic case of the job picking the cranes,” said Rados. “The site logistics told us it was going to have to be two cranes. The limited amount of room and weights of the two pieces made it clear that the two 1750s were the best option.”

It’s unusual to deploy two cranes with such high capacities on a single job. ALL owns three of the units, and pulled these two from branches in Lima, Ohio, and Atlanta, Georgia.

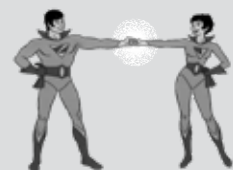
It took approximately 40 truckloads to deliver both cranes to the deceptively complex job site, and two to three days total to assemble them before and disassemble them afterward. Meanwhile, crane maneuvers all took place within a single seven-hour period in which rail service to the tracks was shut down.

ALL



“*This is a classic case of the job picking the cranes.*”

– Chad Rados,
ALL project coordinator



Zan and Jayna, the Wonder Twins from the “Super Friends” Saturday morning cartoon, had a blue monkey sidekick named Gleek.



Some other “twins” that always come in pairs: socks, shoes, Twix candy bars, chopsticks, and bookends.

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



1
JLG G10-55A, S/N 0160067848, 2015, 10,000 lb Capacity, Cummins Diesel, Foam Filled Tires, 4x4, Enclosed Cab. Unit #11115 **\$49,000**



2
Caterpillar P8000, AT4000723, 2013, 8,000 lb Capacity, Nissan Dual Fuel Engine, Solid Tires. Unit #10787 **\$45,000**



3
Skyjack SJ843, S/N 87110861, 2017, 8,000 lb Capacity, Deutz DSL, Foam Filled Tires, 4x4, Enclosed Cab. Located in Lima, OH. Unit #11233 **\$51,000**



4
JLG 600S, S/N 0300197570, 2015, 60' Platform Height, Deutz Diesel, Sky-Power, Foam Filled Tires, 4x4. Located in Madison, WI. Unit #K2759 **\$32,000**



5
JLG G9-43A, S/N 0160069994, 2015, 9,000-lb Capacity, Cummins Diesel, Foam Filled Tires, 4x4, Enclosed Cab. Located in Alsip, IL. Unit #11096 **\$45,000**



6
Skyjack SJ8243, S/N 343828, 2007, 43' Platform Height, Nissan Dual Fuel Engine, 4x4. Located in Richfield, OH. Unit #K1869 **\$8,500**



7
Hy-Brid HB-1430, S/N D02-11829, 2016, 14' Platform Height, DC, Non-Marking Tires, 2x4. Located in Richfield, OH. Unit #K3015 **\$4,000**



8
Skyjack ZB2044, S/N 85800116 2016, 20,000-lb Capacity, Cummins Diesel, Foam Filled Tires, 4x4, Enclosed Cab. Located in Kaukauna, WI. Unit #11205 **\$105,000**



9
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 **\$35,000**

SHOP TRUCKS & TRAILERS



1

Peterbilt 389 Day Cab, 2009, Fuller 18 Speed Transmission, Cummins 600hp, Air Ride, Cab Air Ride, A/C, Full Power Locks, Double Frame, Aluminum Wheels, and much more. One Owner. Sold As Is. Inspections Welcome. Unit #X624 **POR**



2

Ford F550 XL, 2011 V-10 Gas Engine, 11' Mechanics Body (Crane Ready), Super Cab, A/C, Power Windows, Power Windows, Power Locks, Tilt Wheel, 189,817 Chassis Miles. We Purchased New. Sold as is. Inspections Welcome. Unit #X1061 **POR**



3

Chevrolet Kodiak C5500, 2005, Auto Transmission, Service Body, Champion Compressor, 5005 Auto Crane, Clean Unit We Purchased New. Sold as is. Inspections Welcome. Unit #CL1509 **POR**



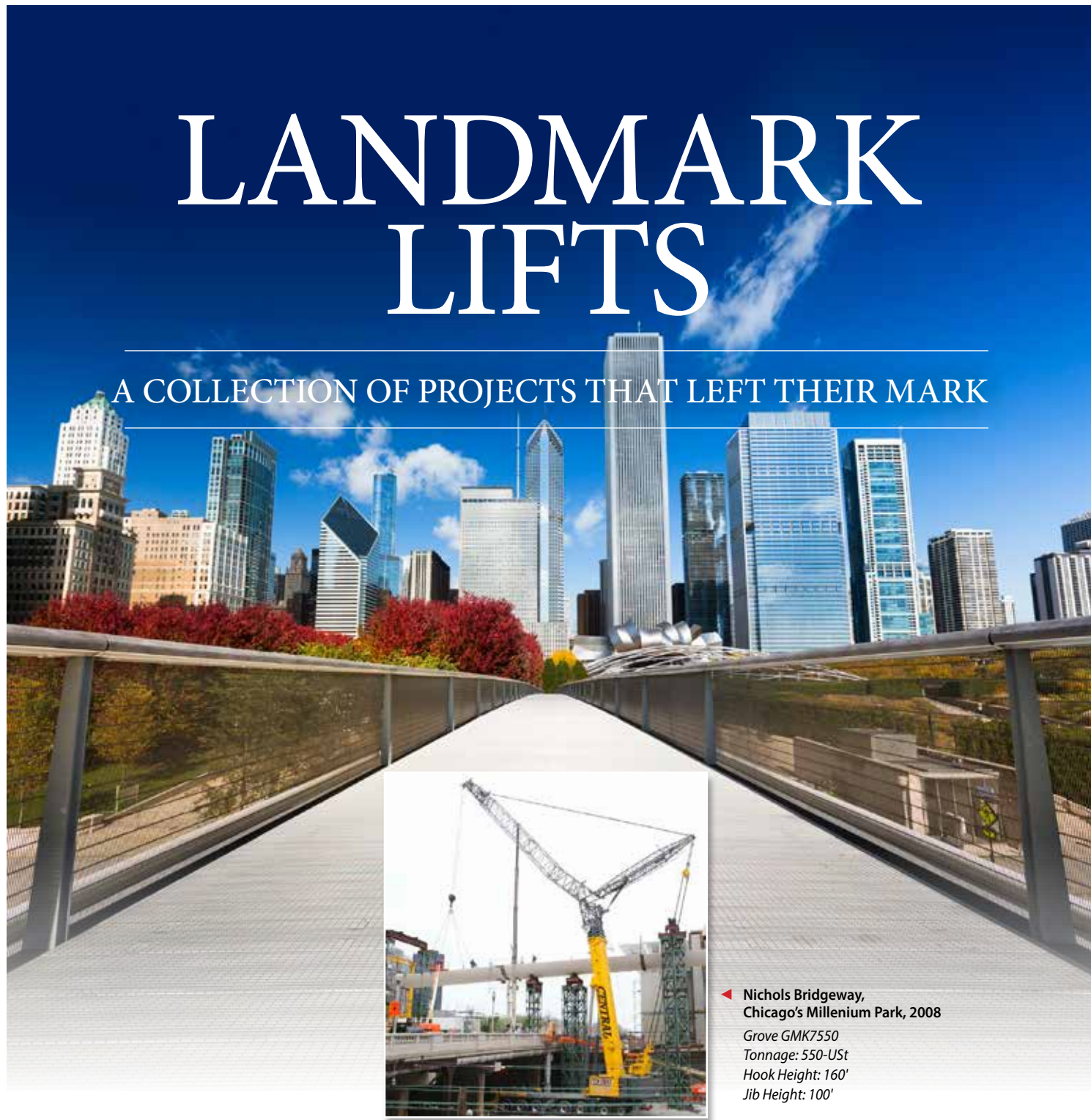
4

Landoll 440-48B Trailer, 2015, 30,000lb. Winch, Aluminum Wheels, Wireless Remote, Cable Roller Guides, Pressure Guard, Air Inflation, Strobe Package, Galvanized. Unit #X2034 **POR**



LANDMARK LIFTS

A COLLECTION OF PROJECTS THAT LEFT THEIR MARK



◀ Nichols Bridgeway, Chicago's Millenium Park, 2008
Grove GMK7550
Tonnage: 550-US
Hook Height: 160'
Jib Height: 100'



The 620-foot Nichols Bridgeway pedestrian bridge gradually inclines over Lurie Garden, joining the southwest corner of Millennium Park's Great Lawn with the third floor of the Art Institute's Modern Wing. The Bridgeway's minimalist hull-shape was designed to complement the Modern Wing.



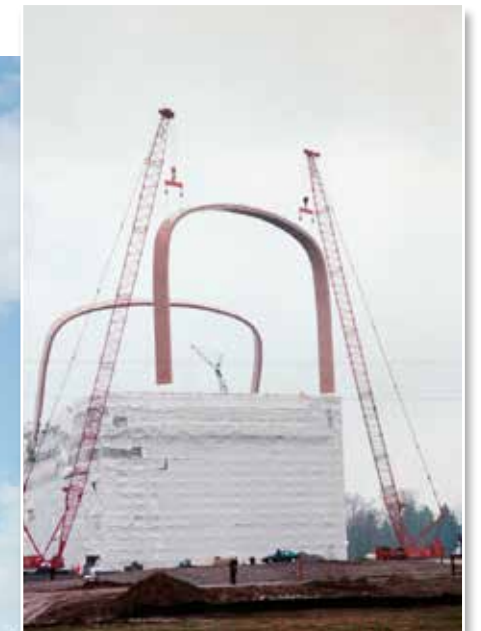
It's a source of pride to look at a community's skyline and think, "I helped build that."

One of the perks of working in the heavy lift industry is helping to build things that stand the test of time. Many buildings, bridges, and other structures that begin simply, like any other project, evolve into local landmarks that become part of people's lives. More than perhaps any other profession, this business has the potential to reshape the geography, character, and even confidence of a community.

These are the projects that helped define their regions,

whether a gathering place for sporting events, a focal point that enhances a museum or attraction, or a cultural touchstone that creates impact with its unique appearance.

In its 60-year history, the ALL Family of Companies has worked on its share of memorable projects. Structures that became part of the fabric of a city. Here, we take a look back at a few lifts that transcended the moment of construction to become a permanent part of the local landscape.



◀ Former headquarters of The Longaberger Company, Newark, Ohio, 1997

ALL construction photo at right: Longaberger file photo, The Columbus Dispatch

continued on page 48



Built to resemble the company's top-selling product, the "Medium Market Basket," the seven-story Longaberger Company headquarters building's edifice is a well-known example of novelty architecture. The basket handles weigh almost 150 tons and could be heated during cold weather to prevent ice from falling onto the building's glass roof.



“I’ve been part of so many cool projects. My favorite might be assembling the Black Widow ride at Kennywood amusement park...I’ve even brought my family back to places I’ve worked just to share my experiences.

—Bob Beadling,
ALL Crane operator



▲ Milwaukee Art Museum’s Quadracci Pavilion, Milwaukee, Wisconsin, 2020

Liebherr LTM 1230-5.1
Tonnage: 275-US
Main Boom: 243.2 ft.
Counterweight: 158,700lbs.



“The new Coca-Cola Bottle” at Turner Field (now Truist Park), Atlanta, Georgia, 2009



◀ Installation of the new geodesic dome, Cleveland Metroparks Zoo RainForest, Cleveland, Ohio, 2020

Liebherr LTM 1500-8.1
Tonnage: 600-US
Jib Height: 161’
Counterweight: 363,800 lbs.

▼ Jacobs Field and Gund Arena (now Progressive Field and Rocket Mortgage Fieldhouse), Cleveland, Ohio, 1994



The original Coca-Cola bottles were simple, straight-sided bottles with the script logo. Competitor brands copied or only slightly modified the script logo, creating confusion among consumers. In response, Coca-Cola developed a “bottle so distinct that you would recognize it by feel in the dark.”



Since moving to Progressive Field in 1994, the Indians/Guardians have won 12 Central Division titles, three American League pennants, and have hosted playoff games in 14 different seasons. In the 1997 season, it became one of the few facilities in baseball history to host the MLB All-Star Game and games of the World Series in the same season.



▲ Lucas Oil Stadium,
Indianapolis, Indiana,
2008



Replacing the former Hoosier Dome, Lucas Oil Stadium opened in 2008, with construction topping out at \$720 million. The stadium features a retractable roof, which can open or close in about 11 minutes. It is composed of two panels that each weigh 2.5 million pounds. The Colts determine if the roof is to be opened or closed 90 minutes before kickoff.



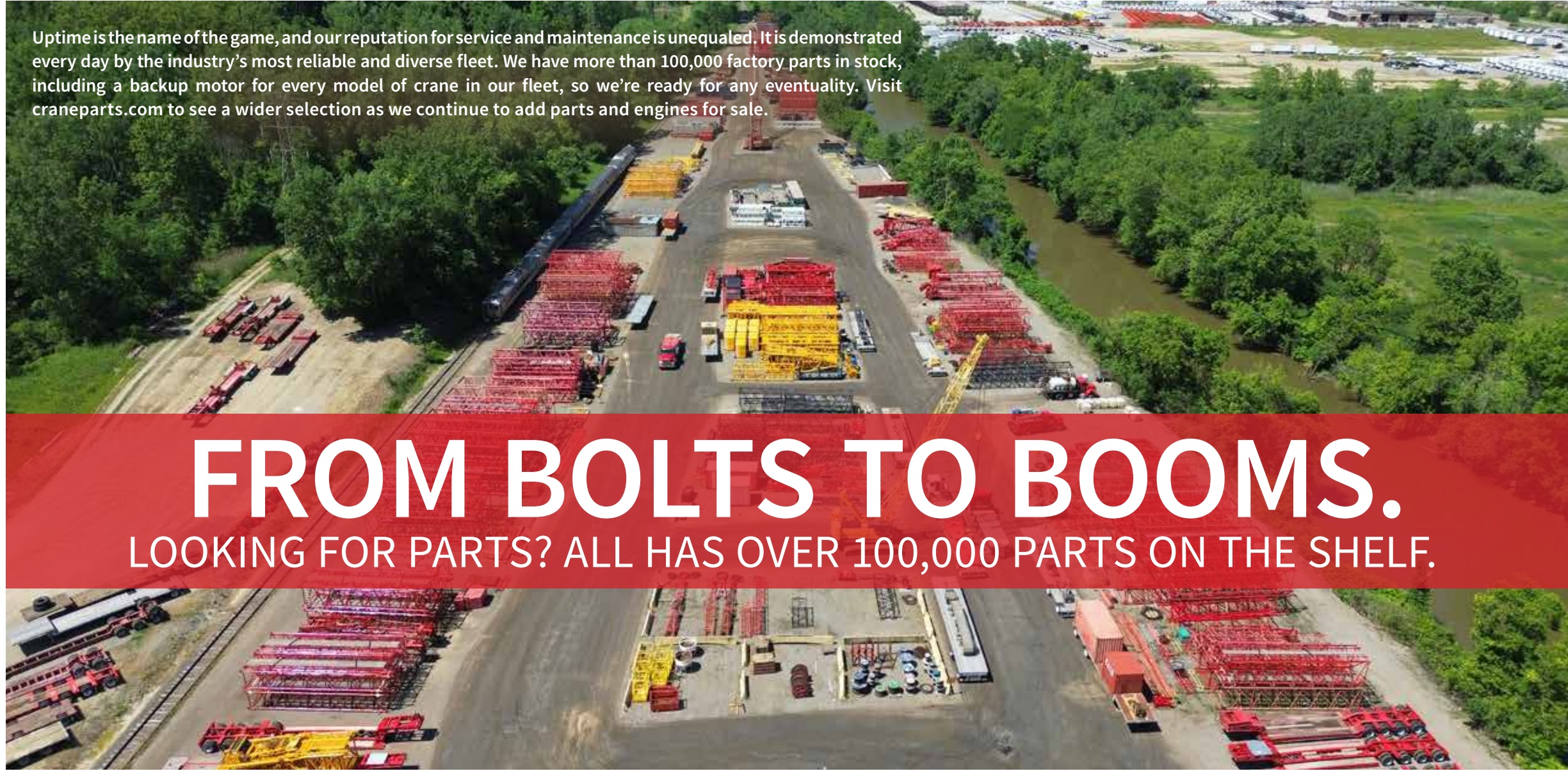
◀ Fiserv Forum,
Milwaukee, Wisconsin,
2018



Opening in August of 2018, the \$1.2 billion Fiserv Forum saved the Bucks from leaving Milwaukee. In 2013, the NBA informed the Bucks that they wouldn't be allowed to renew their lease on the old Bradley Center. The team needed to have either a new arena completed or under construction by the beginning of 2018, or the franchise would be sold to another ownership group, which would have meant the certain departure of the Bucks from Milwaukee.

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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 to see a wider selection as we continue to add parts and engines for sale.



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Grove Piston Pump
PN 2314288, Piston Pump, Triple Axial Reman Fits Crane model GMK5160. **POR**



777 Luffing Jib
PN 777Luffingjib, Complete Luffing Jib to fit Manitowoc 777 crawler crane. No 139 Jib-170'. **POR**



Maniotowoc Drum
PN 497682, New Condition, Fits Crane Models: 4100W. 2 Available. **POR**



Auxiliary Boom Nose
PN 2174900771. **POR**



Ford 7.3L Turbo
PN 7.3L, Turbo, MDL A215, 215@3000, 1210 lbs POR Fords, LRG 4.231-6007-B, SN 22297, E-22-RC, MD Code, 5C-199BA, 320 lbs. **POR**



Mercedes Benz OM 906 LA
PN om 906 la III/4. 2006, 6mbxl7.20rja, s/n 906.991-00-620786, 228 hp @ 2200. **POR**

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BUILDING THE LANDMARKS THAT SHAPE OUR WORLD



Dedicated this past fall, ALL helped build the new pedestrian bridge at Ralph Wilson Park, Buffalo, New York. The bridge, an architectural marvel, connects the park to the people and is the newest landmark for which we can share some pride.

For over half a century, ALL has provided cutting-edge heavy lifting solutions, enabling the creation of structures that stand the test of time. These projects—bridges, skyscrapers, stadiums, and community hubs—serve as gathering places for generations. Whether operating one of the company's state-of-the-art cranes or meticulously planning a complex lift, every team member helps bring visionary designs to life. Decades later, those who were involved can look back with pride, seeing how their efforts built not just structures but lasting legacies for entire communities.

See page 46 for more Landmark Lifts.



www.allcrane.com