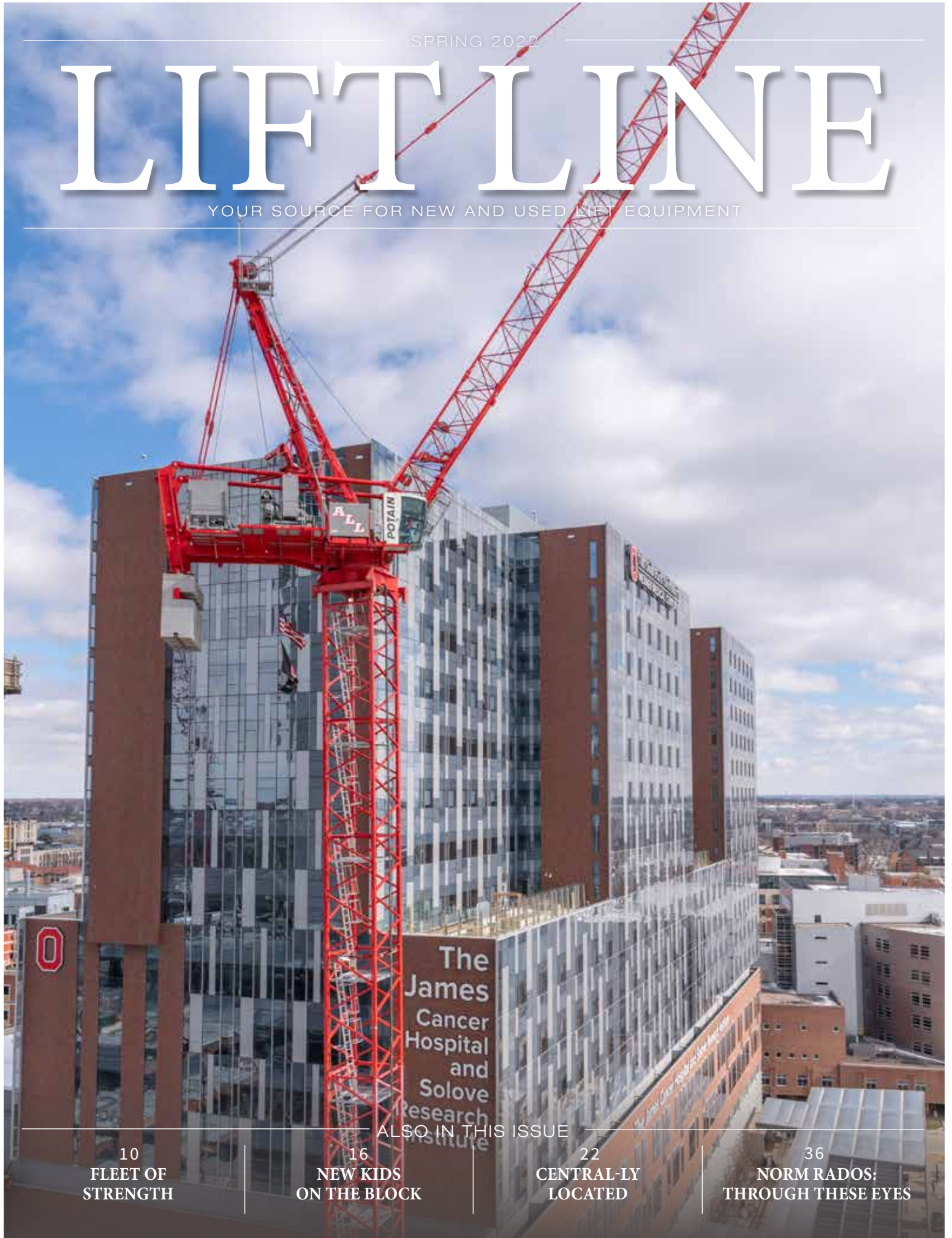


SPRING 2022

LIFT LINE

YOUR SOURCE FOR NEW AND USED LIFT EQUIPMENT



ALSO IN THIS ISSUE

10
FLEET OF
STRENGTH

16
NEW KIDS
ON THE BLOCK

22
CENTRAL-LY
LOCATED

36
NORM RADOS:
THROUGH THESE EYES

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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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Sign up to receive emails featuring first looks at new and used equipment, articles, case studies, and big announcements. Visit allcrane.com/LiftLine to sign up today.

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Contents

Departments

- 1 Letter From Josh Bacci
- 2 Say It In Six

Features

- 10 Fleet of Strength
- 16 New Kids on the Block
- 22 Central-ly Located
- 26 Case Study: Timber!
- 36 In The Life: Norm Rados: Through These Eyes

Equipment Listings

- 4 Rough-Terrain Cranes
- 6 Truck Cranes
- 8 Tower Cranes
- 14 All-Terrain Cranes
- 20 Industrial Cranes
- 24 Boom Trucks
- 28 Crawler Cranes
- 30 New Equipment
- 32 Boom & Scissor Lifts and Material Handlers
- 34 Trucks & Trailers
- 40 Crane Parts

Cover: One of ALL's three Potain tower cranes at work on the 26-story Wexner Medical Center Inpatient Hospital at the Ohio State University. A Potain MR 605B and two MR 608 cranes are all hard at work on the site. The 1.9 million-square-foot building will house 820 beds and integrate research, diagnosis, treatment, and education. It is slated for completion in 2026.

The More Things Change...



Welcome to the latest issue of Lift Line, the first to be published since I took on my new role as Ohio Sales Manager. I'm taking over for the great Norm Rados, who is retiring after more than four decades with ALL. You can read more about Norm's remarkable career beginning on page 36.

I moved over from my previous position as general manager of ALT Sales Corp. in January so I could have a couple of transitional months working alongside Norm. It was a privilege to see, up close, Norm's passion for this company, his attention to detail, and all the things he does behind the scenes to promote positive outcomes for our customers and our people. It's also been a privilege to know Norm all these years and, now, to follow in his footsteps. I join everyone at ALL in wishing him the best in retirement.

I'm dedicated to carrying on the work of the Ohio sales department, which includes ALL branches in Cleveland and Columbus and Jeffers yards in Toledo and Lima. We already have a solid group of seasoned individuals leading and working at each. My job is to give them all the support they need to continue to thrive.

Communication is key. I'm "in the wild" a lot – on the road and in the field at the various branches. I also keep in touch with the team regularly on the phone. There are fantastic projects underway and on the horizon at every branch, so the future is bright. My goal is to make sure everyone has what they need to deliver outstanding service to our customers. That includes working with our original equipment manufacturers to take part in development of the next wave of equipment features and the next generation of cranes.

We're committed to continual growth. We achieve this by making small adjustments that exponentially make us better and improve results. I'm proud of this company and excited about where we're going.

And to customers who know me from my years leading ALT Sales Corp., please welcome Josh Doyle as ALT's new general manager. He's a good guy with a diverse background that brings ideas and energy to the position. I know you'll enjoy working with him.

Josh Bacci

Josh Bacci
Sales Manager



Say it in six

MOUNTAIN WINDS BLOW
STRONGER WITH ALL.

Clearway Energy's Pinnacle Wind Farm underwent a repower this year to modernize equipment. This project showcased the capabilities of the 440-UST Manitowoc Series 4 16000WA crawler, along with a host of additional equipment also provided by ALL.

SHOP ROUGH-TERRAIN CRANES from 15-165 USt



Broderson RT-300, S/N 51640300 2014, 15 USt, Cummins QSB4.5 T4i (2,473 Hours), 60' Main Boom, 20' Jib, Engine Side Covers, 17.5 x 25 Tires, 20 ply, 4 Wheel Steer, 4WD, Pintle Hook in Front and Rear, Wind Wiper-Top, A/C, Lighting Kit, RCL – Greer, Drum Hoist Rotation Indicators. *Located in Baton Rouge, LA.* Unit #11006. **\$155,000**



Grove RT540E, S/N 227128 2007, 40 USt, Cummins QB 6.7L Tier III (9,664 Hours), 102' Main Boom, 29'-45' Tele-Jib, Value Package, A/C, Full Length Steel Decking, Battery Disconnect Switch, 20.5 X 25-24PR Tires, Block and Ball. *Located in Madison, WI.* Unit #9744. **\$99,000**



Grove RT855B, S/N 87746 1998, 55 USt, Cummins CTA 8.3L (12,000 Hours), 115' Main Boom, 35'-60' Tele-Jib, Aux Hoist, Block Heater, Hydraulic Oil Cab Heater, Single Axis Controllers, LMI. *Located in Nitro, WV.* Unit #6456. **\$90,000**



Grove RT875E, S/N 227703 2007, 75 USt, Rebuilt Cummins QSB6.7 (500 Hours), 128' Main Boom, 33'-56' Jib, Aux Hoist, A/C, LMI, Block and Ball. *Located in Cleveland, OH.* Unit #9818. **\$189,000**



Link-Belt RTC8065, S/N J9J7-9324 2007, Cat C6.6 Diesel (14,000 Hours), 115' Main Boom, 35'-58' Bifold Jib, Aux Hoist 2 Speed, RCL Bar Graph, Rear Steer Ind., Pump Disconnect, A/C, Joystick Controls, Block and Ball. *Located in Mobile, AL.* Unit #9677. **\$130,000**



Link-Belt RTC80100, S/N J7J6-8222 2006, 100 USt, Rebuilt Detroit DDEC-40 (1,000 Hours), 150' Main Boom, 31'-55' Offset Jib, Hydraulic Outrigger Pin Removal, Counterweight Removal, Aux Hoist, A/C, RCL Graph, Block and Ball, New Paint. *Located in Milwaukee, WI.* Unit #DL1021MLW. **\$229,000**



Grove RT9130E, S/N 225230 2008, 130 USt, Rebuilt Cummins QSC8.3 (2,600 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, Block Heater, Aux Hoist, Block and Ball. *Located in Indianapolis, IN.* Unit #9890. **\$339,000**



Tadano GR800XL-1, S/N 546359 2008, 80 USt, Mitsubishi Diesel (9,054 Hours), 144' Main Boom, 58' Jib, Aux Hoist, Block and Ball. *Located in Hammond, IN.* Unit #9947. **\$253,000**

SHOP TRUCK CRANES from 40-140 USt



Link-Belt HTC3140LB, S/N J8K2-2762 2012, 140 USt, Cummins Diesel (7,200 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. **\$659,000**



Link-Belt HTC86100, S/N N3K2-3055 2012, 100 USt, Cummins ISX11.9 (11,212 Hours), 47,830 Miles, 140' 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. **\$479,000**



Grove TMS700E, S/N 233022 2012, 50 USt, Cummins QSMII Diesel (7,700 Hours), Eaton Fuller Transmission, 58,000 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. *Located in Madison, WI.* Unit #10579. **\$379,000**



Link-Belt HTC8660 II, S/N L8K3-3588 2013, 60 USt, Upgraded EPA Cummins Diesel (7,385 Hours), 73,000 Miles, 110' Main Boom, 28'-51' Bifold Jib, Aux Hoist, Single Axis Controls, Carrier Box, Daytime Running Lights, Amber Strobe Light, Winch Rollers (2 Drums), Counterweight and Removal (15,000 lbs), RCL Light Bar, A/C in Upper and Lower Cabs, Block and Ball. *Located in Fort Tampa, FL.* Unit #10844. **\$385,000**



Link-Belt HTC8650 II, S/N L8K3-3589 2013, 50 USt, Cummins EPA 13 Upgrade Diesel (6,700 Hours), 48,000 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. **\$373,000**



Terex T560-1, S/N 120407 2014, 50 USt, Cummins ISX Diesel (6,300 Hours), 43,000 Miles, 110' Main Boom, 33'-57' Jib, Aux. Hoist, Remote Outriggers, A/C, Work Light Package, Aluminum Wheels. *Located in Pittsburgh, PA.* Unit #10988. **\$365,000**

SHOP TOWER CRANES



- 1. Potain HDT80: 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. *Located in Green Bay, WI. Unit #DL1179MLW. **POR***
- 2. Potain T85A: S/N 606497** 2016, 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 Elk Mound, WI. Unit #DL1193MLW. **POR***
- 3. Potain MD485B: S/N 98750** 2005, 22-USt Hammerhead Tower Crane, 262' jib, (12) KRMT839A masts, standard 166 LBR50 hoist winch, 2/4 part (SM/DM) trolley & blocks, full set steel-encased concrete counterweights, 200'+ power cord , A/C, (1) set of manuals. *Located in Raleigh, NC. Unit #8841. **POR***
- 4. Potain MR415: 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***



FLEET OF STRENGTH

HOW ALL USES FLEET MANAGEMENT SOFTWARE TO IMPROVE PROCESSES, PROFITS, AND CUSTOMER EXPERIENCE

By Larry L. Jeppe, Procurement Director, the ALL Family of Companies



Good fleet management is smart fuel management. Outside of labor, fuel represents the largest variable operating expense for any company or owner-operator of fleets.

Fleet management software does much more than make it easier to schedule jobs.

Successfully integrating a fleet management system into your operation will touch every aspect of your business, internally and externally. It affects maintenance, dispatch, workers in the field, accounting, and even interaction with customers and suppliers. It saves time and makes you operate more efficiently, all while adding value for customers and enhancing safety.

At the ALL Family of Companies, our system employs desktop software as a central hub — our master control— augmented by a mobile fleet management app, as well as other ancillary support programs. They all tie together automatically.

The desktop software is the brain of the system, through which all information flows. The mobile app is the point of entry, where field reps, mechanics, dispatchers, etc., can capture the tasks they’ve performed related to a particular project. The desktop software collects that information and keeps a running log along with related prompts for future tasks to be completed.



Many moving parts

ALL’s fleet has 3,500 pieces of equipment spread across 33 individual North American branches, most with their own service depots. Every day, dozens of our people are meeting with customers to plan jobs, hundreds more are in the field working on jobs already underway, and another



many hundred technicians and mechanics are performing maintenance and repairs. Not to mention our dispatchers making sure everything gets where it needs to go, sales team members connecting with their customers, IT people maintaining our technological support, and all the various front office personnel responsible for the daily business functions of the company. Our fleet management system impacts all of them.

continued on page 12



ALL’s procurement director, Larry Jeppe, was tapped by American Cranes & Specialized Transport (ACT) to discuss how ALL uses fleet management software to improve processes, profits, and customer experiences. January 2022.

continued from page 11

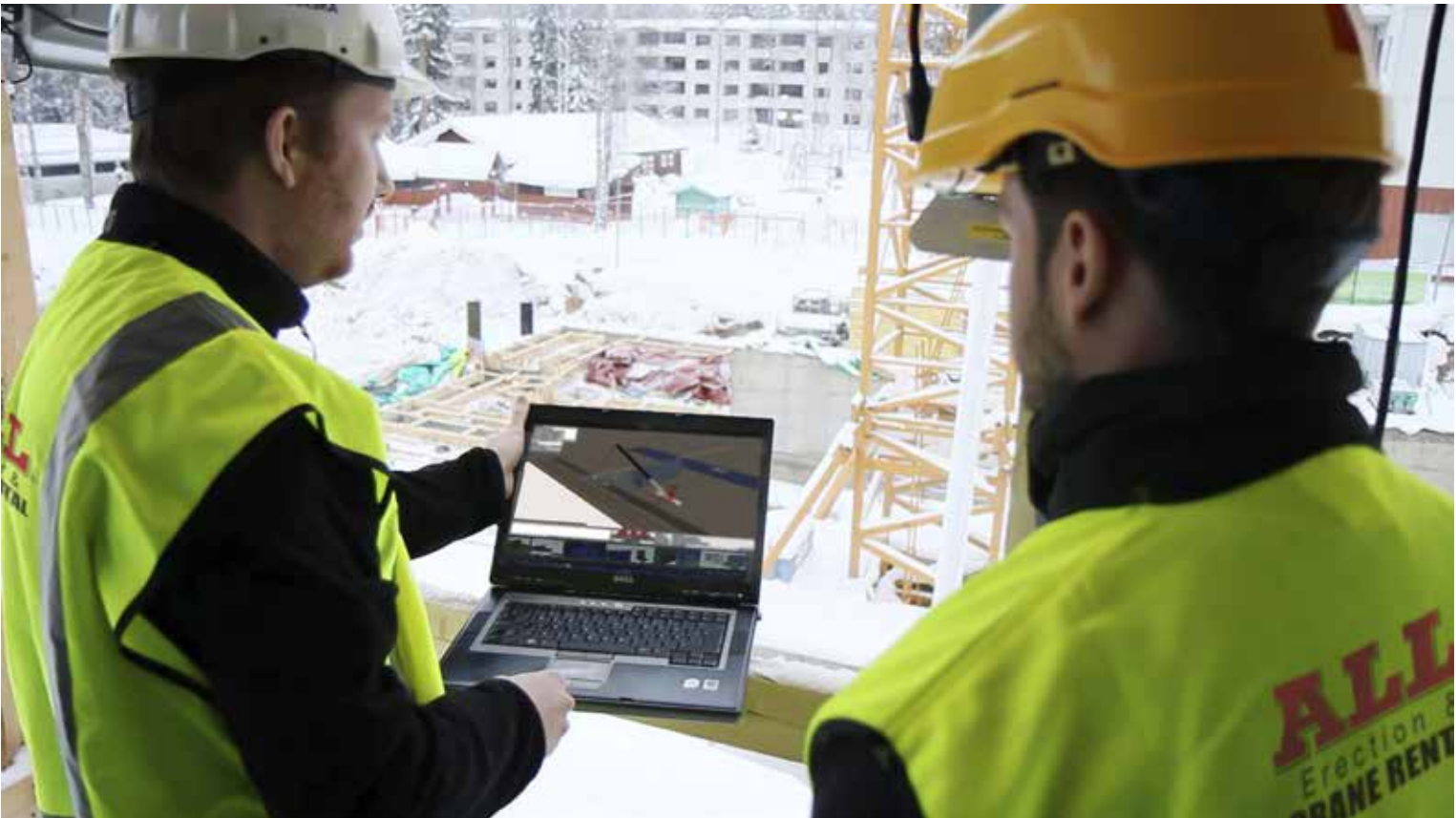


How the system works

The **mobile app** is where reps in the field initiate new jobs, capturing the details from customers. It's how our folks do their checklists and record their time, and how we invoice customers. This information helps our team know what equipment will be needed and when it will be available for the work, and ultimately helps to get it on the schedule. As the project moves along, 3-D lift plans and other details are added to the project file. In real time, all stakeholders within the company know what's going on ... and what needs to happen next.

Jobs come to dispatchers through the **customer relationship management (CRM)** arm of the fleet management system. It feeds into the desktop system, where dispatchers issue job tickets that are pushed out to operators, oilers, and truck drivers through the app on their respective mobile devices.

The **desktop software** is also our hub for equipment maintenance. We initiate work orders in the field for road mechanics, pull parts out of inventory, and keep an accurate record available to everyone (instead of housing it at a parts desk like in the old days). The software tracks engine hours for every piece of equipment in the fleet, which is the basis for most scheduled maintenance. It creates an easily accessible record and eliminates a lot of paperwork. That helps us be a greener company, too.



System benefits

The elimination of paperwork also cuts down on duplication of efforts. Because everyone is working from the same virtual project file, there's little to no need to re-key information for various departments. Everyone has access. It also gets projects moving more quickly, which helps us remain responsive to our customers.



The use of fleet management software has also paid dividends for our suppliers because our maintenance records can help them discover opportunity areas within their own supply chains. And the crane manufacturers seek out this feedback. It's simple, really: because ALL buys so much equipment, our maintenance regimen often reveals if a particular component is failing at a predictable time across a certain model of machine. In other words, we can tell if Part X on Machine Type Y is failing within Timeframe Z. This information helps our crane manufacturers go back to their own parts suppliers and request remedies and improvements. This maintenance history also helps us, naturally.

We use it as reference the next time that repair is to be performed on similar equipment, which gives us a head start on what parts we'll need and how much time to allocate for the repair.

So, obviously, we at ALL believe in the value of fleet management software. But here's something else we know: it's only as good as the people using it. Yes, fleet management software can take a good company to the next level. But if you don't already have that solid foundation of great people who care about the work they do, it won't mask those flaws. In this era where technology gets a lot of credit for moving the world forward, we'd all do well to remember it's still the human element that gets the work done and makes a real difference. ♦



Speaking of fleet management, the U.S. Navy has seven active numbered fleets in its arsenal: 2nd Fleet, 3rd Fleet, 4th Fleet, 5th Fleet, 6th Fleet, 7th Fleet, and 10th Fleet.



In 1997, PHH, a leasing company that began shortly after World War II, was the first fleet management company to introduce an Internet-based fleet management system (PHH InterActive). ALL Crane's fleet life cycle management software was fully integrated across its enterprise less than a decade later.

SHOP ALL-TERRAIN CRANES from 50-900 USt



Grove GMK5225, SS/N 5170-3003 2009, 225 USt, Cummins Diesels, (9,125 Upper Hours/4,975 Lower Hours), 117,000 KM, Allison Transmission, 210' Main Boom, 36'-59' Bifold Swingaway Jib Hydraulic Offset, (2) 26' Jib Inserts, Aux Hoist, 10x8 Drive In Leiu of Std 10x6, 20.5 R25 Tires, Boom Float Kit, Boom Removal Kit, A/C in Upper and Lower, Hydraulic Disconnect for All Outrigger Beams, 2 Axle Boom Dolly. *Located in Charleston, SC.* Unit #10281. **\$647,000**



Grove GMK6350, S/N 6300-9127 2008, 350 USt, Mercedes Diesels (12,000 Upper Hours/4,500 Lower Hours), 104,000 KM, 197' Main Boom, 200' Luffing Jib, 36'-62' Swingaway Jib, 11.5FT Offset Angle Adapter, Aux Hoist, Trailing Boom Float Kit, Boom Removal Kit, 20.5 R 25 Tires, Hydraulic Disconnect for All Outriggers, Removable Outrigger Boxes, A/C in both Cabs. *Located in Kaukauna, WI.* Unit #9943. **\$650,000**



Grove GMK4080-1, S/N 4080-2125 2008, 82,5 USt, Mercedes Diesel, (14,350 Hours), 104,000 KM, 167' Main Boom, 29'-49' Hydraulic Offset Bifold Jib, Aux Hoist, 20.5 XR 25 Tires, A/C in Upper and Lower, Boom Float Kit. *Located in Madison, WI.* Unit #10030. **\$337,000**



Liebherr LTM1500 8.1, S/N 073348 2011, 800 USt, Liebherr Tier 3 Diesels, (9,163 Upper Hours/3,031 Lower Hours), 45,000 KM, 276' Boom, 298' Luffing Jib, Y-Guy, 2 Winches, 20.5 R 25 Tires, /C, (8) Counterweight Slabs, 363,770 lbs. Total Counterweight, Additional Fuel Tank, Telma Brake, Working Lights, Liccon. *Located in Mississauga, Canada.* Unit #10485. **\$3,500,000**



Terex AC100/4L, S/N 10347 2015, 120 USt, Mercedes Diesel, (3,000 Upper Hours), 12,000 Miles, ZF Transmission, 8x6x8, 4Wheel Steer, 194' Main Boom, 30'-56' Jib, Aux. Hoist, 16.00 R25 Tires, Xenon Work Floodlights, A/C. *Located in Chicago, IL.* Unit #11080. **\$727,000**



Liebherr LTC1045-3.1, S/N 056491 2013, 50 USt, Rebuilt Mercedes Diesel (2,100 Hours), 108,000 KM, 118' Main Boom, 25'-43' Double Lattice Swing-away Jib, 445/95 R25, Aux Hoist, 14,300 lbs of Counterweight, Height Adjustable Crane Cab. *Located in Mississauga, Canada.* Unit #10632. **\$529,000**



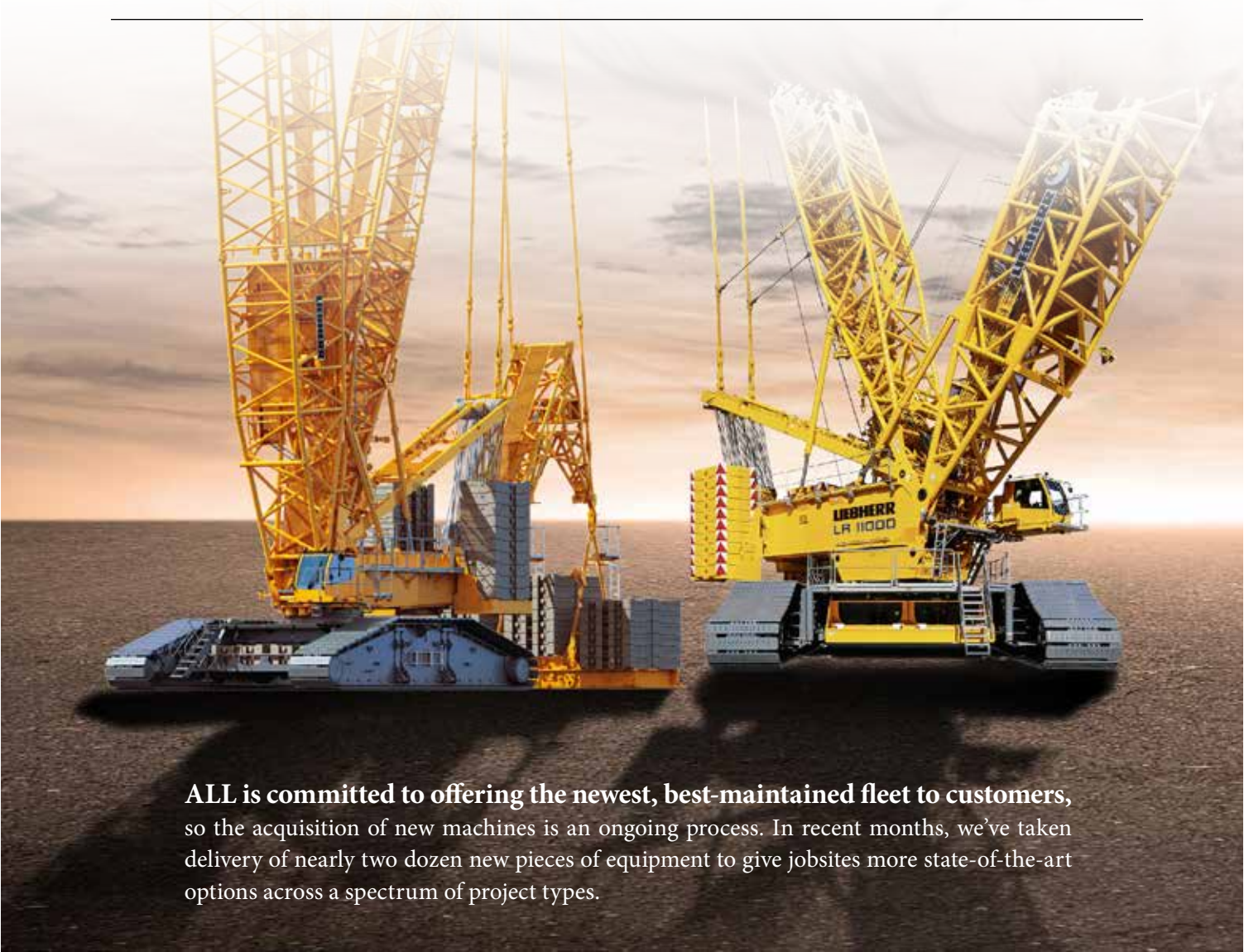
Terex EX5500, S/N 35204 2015, 140 USt, Scania Tier 4F, (4,926 Hours), 32,000 KM, 10x8x10 Drive, 196' Main Boom, 108' Jib, Aux. Hoist, 20.5R25 Tires, A/C, 2 Axle Boom Dolly. *Located in Toledo, OH.* Unit #11082. **\$865,000**



Grove GMK7550, S/N 7450-8074 2009, 550 USt, Mercedes Diesels, (10,000 Upper Hours/4,550 Lower Hours), 87,000 KM, Mega Wing Lift, 197' Main Boom, 259' Luffing Jib, Heavy Duty Jib, Rigging Winch, Allison Transmission, A/C, Boom Float Kit, Boom Removal System, 20.5 R25 Tires, Block and Ball. *Located in Nitro, WV.* Unit #10279. **\$995,000**

NEW KIDS ON THE BLOCK

RECENT CRANE PURCHASES INCLUDE TWO BLOCKBUSTERS
FROM LIEBHERR – LR 11000 AND LR 1800-1.0



ALL is committed to offering the newest, best-maintained fleet to customers, so the acquisition of new machines is an ongoing process. In recent months, we've taken delivery of nearly two dozen new pieces of equipment to give jobsites more state-of-the-art options across a spectrum of project types.



Liebherr was founded in 1949 by Hans Liebherr, who developed the world's first mobile tower crane. With this groundbreaking invention, he laid the foundation for a successful family-run company for decades to come.

THE SIGNATURE ACQUISITIONS ARE TWO HEAVYWEIGHT LATTICE BOOM CRAWLERS, LIEBHERR LR 11000 AND LIEBHERR LR 1800-1.0.

The LR 11000 becomes the largest crane in the fleet, with an eye-popping 1,200-USt capacity and 551 feet of main boom. LR 1800-1.0 has an 880-USt capacity, 663 feet of hoist height, and a maximum radius of 498 feet. Both units arrive this spring.

ALL project coordinator Chad Rados is familiar with both machines and expects them to be in high demand within the still-burgeoning wind market. Their size and reach also makes them ideal for industrial work, including construction and repair at refineries, plants, and steel mills.

LR 11000

The LR 11000 has also been built to ensure that it can be transported at lower cost, designed with a transport width of 11.5 feet and a height of 10.5 feet. The newly developed V-frame with an adjustment distance of 56 feet moves the derrick ballast into the required position and reduces the workload for ballast handling.

LR 1800-1.0

The LR 1800-1.0 delivers outstanding lifting capacities while also being easy to transport from job to job and branch to branch across ALL's North American footprint. Features that reduce transport costs include a less than 10-foot transport width, a maximum transport weight of 50 USt, and, for the first time, a boom system having lattice sections with three system dimensions that can be telescoped into each other for transport.

continued on page 18



Calling all Master Builders. LEGO has more than captured the imagination with its Liebherr LR 11000 model. You'll want a seat for this video.

[CLICK HERE](#)



The Liebherr LICCON2 control system.

continued from page 17

Packed with features

The power and reach of both units is undeniable, but Rados believes their **LICCON2 control system** shouldn't be overlooked. "We're able to plan out lifts ahead of time using LICCON2," said Rados. "Then we can share that screen with the operators, as they're sitting in the cab, and they can use the actual crane controls to simulate the lift onscreen. So before they ever boom or swing the crane, they already have a practical familiarity with the job to be done."

The LICCON2 also accommodates Liebherr's **BTT Bluetooth remote control**, which allows the operator to assemble and disassemble the cranes outside of the cab. This gives the operator a wider view of the work area and also allows these tasks to be performed with fewer people. "The operator is able to be part of the assembly crew and not have to

sit in the cab taking signals from the erector or the crew," said Rados.

Rados is particularly enthusiastic about a newer Liebherr innovation, **VarioTray**, which is available on the LR 1800. The VarioTray ballast system enables the central section of the suspended ballast to be simply unbolted rather than requiring unstacking. The result is a massive increase in flexibility and significantly less work on site.

"This is going to be helpful on different jobs and create more capabilities for the crane, from lifting heavier loads to being able to move a little easier on the job site," said Rados. "You don't always need a big ballast tray. This gives you more options."

With VarioTray, a smaller ballast pallet is docked on the center of the large ballast pallet. After the



Take an in-depth tour of the LR 1800 at the ALL Family of Companies' flagship yard in Cleveland. Joe Santora of Irontrax walks through some of the unique features and gives us a look at what makes this machine special.

CLICK HERE



The Liebherr BTT Bluetooth remote control.

boom has been raised, the small pallet is unbolted. The large, heavy part remains in place while the smaller part is still suspended on the derrick boom. This makes it easy to work with. And the ballast can be bolted back into place to lower the boom.



Only four bolts and a cable plug have to be released to disconnect the ballast pallet, so it can be done quickly. ♦



Other acquisitions

These big guns are impressive, but we haven't forgotten about the meat-and-potatoes cranes. We added a package of 18 new Grove rough-terrain cranes covering weight classes from 55-USt capacity up to 165 USt. The purchase includes four 165-USt **GRT9165**, three 80-USt **GRT8080**, five 70-USt **RT770**, and six 55-USt **GRT655L**. Also included are two 40-USt **TMS540** hydraulic truck cranes, bringing the full order to 20 total units.



In 1977, the first Liebherr crawler crane, the LR 1300 V, was developed as an adaptation of Liebherr's LG 1300 lattice boom mobile crane. A new travel gear and modified superstructure were just some of the core adaptations.

SHOP INDUSTRIAL CRANES *from 9-25 USt*



Broderson IC-200-3H, S/N 237137200 2013, Cummins QSB3.3 (5,375 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 Pittsburgh, PA. Unit #10648. **\$99,000**



Broderson IC-80-3J, S/N 67132380 2013, 9 USt, Cummins B3.3 L Diesel (5,800 Hours), Catalytic Convertor, 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 Pittsburgh, PA. Unit #11263. **\$83,500**



Shuttlelift 7755, S/N 320748 2008, 22 USt, Cummins Diesel (11,770 Hours), 67' 5 Section Boom, 17' Jib, . 4 Wheel Drive, 17.5-25 Bias Tires, Load Indicator, Enclosed Cab, Engine Block Heater, Amber Strobe Light, Cab Dome Light, Headlight and Taillight Grilles, Lifting and Tie Down Lugs. Located in Pittsburgh, PA. Unit #9985. **\$79,000**



Shuttlelift 5560B, S/N 321952 2012, 18 USt, Cummins B3.3 Diesel Tier III (5,200 Hours), 54'5 Main Boom, 15' Jib, Catalytic Converter, Engine Block Heater, Outrigger Position Monitoring System, 4 Independent Outrigger Controls, LMI, Enclosed Cab. Located in Cleveland, OH. Unit #10607. **\$75,000**



Shuttlelift 3339, S/N 320886 2008, 9 USt, GM 3.0 Dual Fuel (2,570 Hours), 32' 10" 3 Section FP Boom, 12' Offsetable Swingaway Jib, Crab Steer, Heater and Defrost, Lifting and Tie Down Lugs, Outrigger Alarm System, Headlight and Taillight Grilles, Headlight and Taillight Grilles, Cab Dome Light, Amber Strobe Light, Enclosed Cab, Load Indicator. Located in Hamilton, Ontario. Unit #10139. **\$39,000**



Shuttlelift 5540F, S/N 321960 2012, Cummins Diesel (2,500 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. **\$93,000**

CENTRAL-LY LOCATED

CENTRAL CONTRACTORS SERVICE COMPLETES MOVE TO NEW HQ

Central Contractors Service has completed its move to a new headquarters located on 13 acres in Alsip, Illinois. The Midwest crane powerhouse began the process in 2019, with the purchase of property adjacent to a four-acre satellite operations were spread over three separate properties. The new, expanded HQ includes a centralized logistics hub and operations department, a six-acre storage yard, and modern offices and maintenance facilities.



Midwest crane powerhouse Central Contractors Service, Inc. joined The ALL Family of Companies in 1977, nearly 30 years after its 1946 founding as a taxi crane business. For generations it has maintained a sterling reputation with contractors in Chicagoland—and throughout the Midwest region.

The new parcel boasts more than 50,000 square feet of combined maintenance space. The anchor of the property is the new 35,000-square-foot, state-of-the-art maintenance facility, which includes many amenities unmatched in the region. For example, a 40-foot bay with two 20-ton overhead cranes for performing boom repairs and rebuilds. “This type of work can now all be done indoors,” said John Martello, general manager. An additional 18,000 square feet of maintenance space is housed in another building on the property.

Central was founded in Chicago in 1946 and had a headquarters in Crestwood, Illinois, beginning in 1995. The Alsip site was added in 2004, followed in 2005 by a location in Gary, Indiana, for tower cranes. Now, all operations will be housed at the expanded Alsip yard.

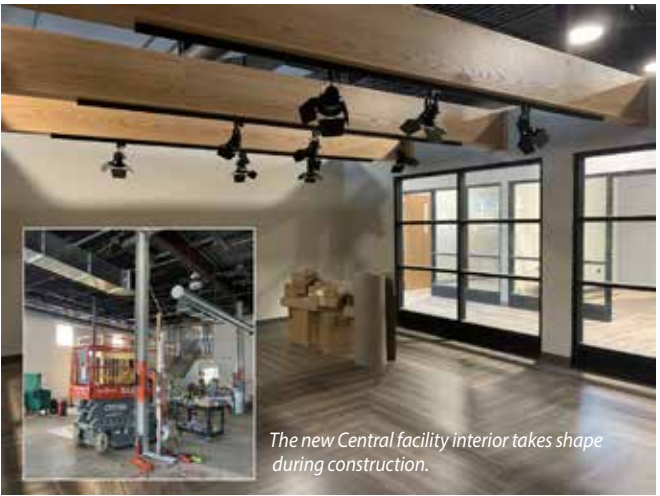


Consolidating all operations into a centralized headquarters will allow the branch to provide even greater efficiency to its customers.

“We made the three separate locations work,” said Martello. “But these centralized facilities and yard will mean even faster, more responsive service for our customers.”

Central Contractors has—for generations—maintained a sterling reputation among contractors in Chicagoland for maintaining and delivering excellent people and equipment to job sites. Consolidating yards is expected to make the branch stronger at its core while expanding its regional influence.

Martello said a grand opening celebration is in the works, at which customers will be able to tour the new facility. ♦



The new Central facility interior takes shape during construction.



The exterior of the completed Central headquarters.



Originally founded in Chicago in 1946, Central occupied its main headquarters in Crestwood, Illinois, three and a half miles from the Alsip yard, since 1995. Central then began adding yards to its footprint. First, Alsip in 2004 for aerial lifts and boom trucks, then a Gary, Indiana, location for tower cranes in 2005.

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



NEW 2023 Manitex TC50128S 50 USt, Riding Seat Crane, 128' Main Boom, Jib Ready, A92.2 Aerial Lift Man Basket Dual Rating Ready, Front Bumper Stabilizer for 360° Load Chart, Radio Remotes for O/R, Remote Winch Line for Front Tie-down, Heat, and A/C in Crane Cab, Mtd. on Peterbilt 567, MX-13 510 HP, Allison 4500 Automatic Transmission, Federal Bridge Legal, 100 Gallon Fuel Tank and MUCH MORE. *EXW Richfield, OH.* (Not as pictured) Unit #R2286. **POR**



NEW 2023 Manitex 30112S 30 USt, 112' Main Boom, Jib Ready, Front Bumper Hyd. Stabilizer for 360° Load Chart. Free Swing Option, AC in Operator Cab, Out & Down Outriggers, and Extra Control Valve for an Accessor, Mtd on a Peterbilt 567 Chassis, X15 / 500 HP, UltraShift Trans, 100 Gallon Fuel Tank, 20K FA, 46K Tandem, Air Disc Brakes, Zinc-Coated Frame Rails, and MUCH MORE. *EXW Richfield, OH.* (Not as pictured) Unit #R2299. **POR**



2016 Terex Crossover 4500L 45 USt, 129' KEEL Main Boom, 32' -49' Offset Able Jib, X Pattern Outriggers, Anemometer, Removable Front Window in Operators Cab, Worklight Package, Dual Axis Controls, Rotation Resistant Cable, Winch Camera, Heat & A/C, Mtd on a Freightliner 114SD Chassis DD13 450 HP, 8LL Trans, 20K F/A 46K R/A, Three 10,000 lb lift Axles (One Tag and Two Pushers), Federal Bridge Law Legal. *EXW Richfield, OH.* Unit #U2116. **POR**



NEW 2023 Manitex 40124SHL 40 USt, 124' Main Boom, Jib Ready, Radio A2B, Heat and A/C in Operator's Cab, Front Bumper Hyd Stabilizer for 360° Load Chart, 10' Steel Bed, Mtd on a Peterbilt 567 Chassis, Cummins X15 500HP, Ultra Shift Trans, Federal Bridge Legal, Disc Brakes, 100 Gallon Fuel Tank, and MUCH MORE. *EXW Richfield, OH.* (Not as pictured) Unit #R2300 **POR**



NEW 2023 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. *EXW Richfield, OH.* (Not as pictured) Unit #R2301. **POR**



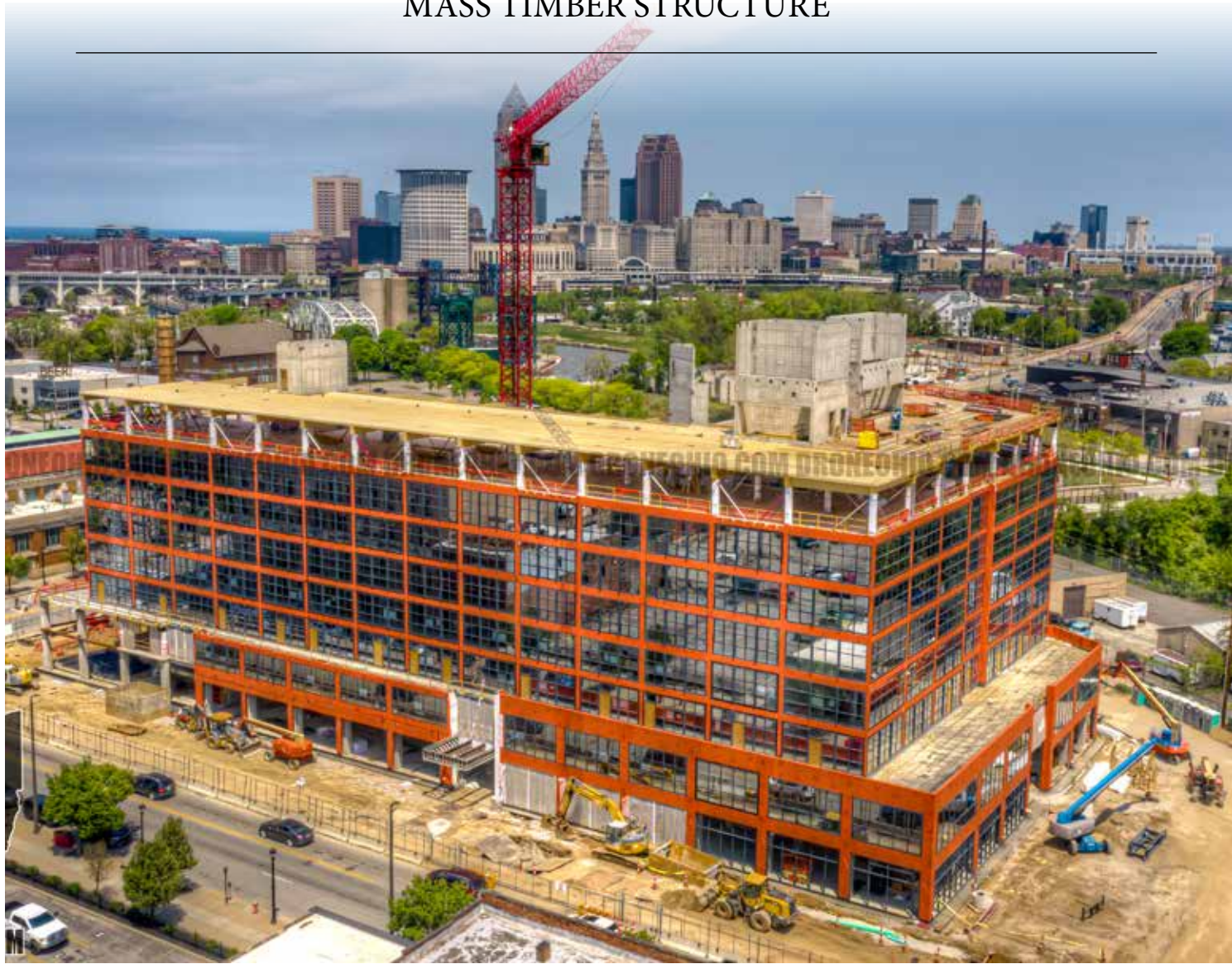
NEW 2023 Fassi F515RA.2.26 w/Mecanil SG160 Saw 55 USt, Hydraulic L426 Jib, Total Tip Height of 102'6", Mtd. on a Freightliner 114SD 3 Axle Chassis, Cummins X12 475HP, Allison 4500 Automatic Transmission, 80 Gallon Fuel Tank, and MUCH MORE. *EXW Richfield, OH.* (Not as pictured) Unit #R2250.



NEW 2023 National NBT60XL 151' Main Boom, 36' Able to Offset Lattice Jib, Internal A2B, Mtd. on a Peterbilt 567 Chassis, X15, Allison 4700 Transmission, and MUCH MORE. *EXW Richfield, OH.* (Not as pictured) Unit #R2348. **POR**

INTO THE WOODS

ALL TOWER HELPS CONSTRUCT COUNTRY’S TALLEST
MASS TIMBER STRUCTURE



ALL’s Potain MDT 389 tower crane raised beams spanning between 14-by 14-inch columns. Each length of timber had steel plates or bracket-like “haunches” at the ends, which slipped neatly onto bolts attached to previously assembled members.

As the construction world looks for ways to reduce greenhouse gas emissions and make the industry more sustainable, a building material known as mass timber has gained popularity. Yes, it’s wood—but with a new twist. Mass timber uses state-of-the-art technology to glue, nail, or dowel wood products together in layers. The result is large structural panels, posts, and beams that are exceptionally strong and versatile.

There are limitations on how tall a building can be when using mass timber, but the race to the sky has begun. A few years ago, five stories was considered the absolute top. Now, the United States’ tallest mass timber structure is eight stories. It’s located in Cleveland, Ohio, home of ALL’s flagship yard, and ALL Tower Crane provided lift equipment for its landmark construction.

The 512,000-square-foot V-shaped complex, known as INTRO, is a mixed-use structure with 298 apartments, 10 penthouses, 36,000 square feet of retail on the main floor, and a 12,000-square-foot event space.

ALL Tower Crane general manager Sam Moyer said it wasn’t a given that the building would use a traditional top-slewing tower crane. “We quoted it both ways, with a single top-slewer or with multiple self-erectors,” said Moyer. “Conventional wisdom might have said a structure of just eight stories didn’t require a top-slewer, but we were actually able to save the customer time and money by going in that direction.”

Moyer said this was achieved because the specified tower, a Potain MDT 389, was able to reach the entire construction site from a single position.

“The customer’s driving factor was that there were two levels of concrete framing and concrete cores,” Moyer said. “We were able to bring the tower crane in and it could cover the whole footprint. It was installed with the foundations and used for the entire structural portion of the job.”

The tower had a 200-foot final hook height and was configured with a 246-foot jib, the longest jib the Potain MDT 389 offers. “In the planning phase, we started from all corners of building drawings, then measured in by the max jib length,” said Moyer. “That determined the placement of the tower.”

Moyer said his team knew approximately where they wanted to erect the tower, and the measurements supported their decision. “Next was finding a home for the tower foundation that made sense for the building. What we ended up doing was absorbing four building column footings into the crane pad.”

Although mass timber is an innovative product, the tower crane required no special considerations or configurations to handle the material. Once the tower was erected, it was business as usual.

MASS TIMBER IS BECOMING A TRENDY BUILDING MATERIAL



INTRO, at 115 feet tall, is now completed and will be the country’s tallest mass timber structure ... at least for a few months. A mass timber project in Milwaukee slated for completion this summer will more than double it with 284 feet. Onward and upward, as the saying goes.

“Mass timber is becoming a trendy building material,” said Moyer. “It checks a lot of boxes related to green building and combines a rustic and industrial design aesthetic. I’m sure we’ll be seeing more of these types of projects.” ♦



INTRO uses fire-resistant material designed to speed up construction and provide an eco-friendly alternative to traditional building materials, such as steel or concrete.

SHOP CRAWLER CRANES from 50-1,200 USt



Maniowoc 999, S/N 9991001 2000, 275 USt, Cat Diesel (12,500 hours), 200' Boom, 2 Drums, Self Erect Option, Air Conditioning, Block and Ball, Rebuilt Engine in 2015, Rebuilt Tracks in 2015. *Located in Pittsburgh, PA.* Unit #7572. **\$693,000**



Maniowoc 14000, S/N 14001038 2007, 220 USt, Series 2 Counterweight, Cummins Diesel (16,700 Hours), 203' Main Boom, A/C, Self Erect, Auto Lube Turntable Bearing, 2 Drums, Block and Ball, New Paint in 2017. *Located in Mobile, AL.* Unit #9904. **\$679,000**



Maniowoc 18000, S/N 18001031 2007, 300 USt, Cummins Diesel (9,000 Hours), Cummins Diesel (9,000 Hours), Full Counterweight, Cold Weather Package, Maxer Prepped, Luffer Prepped, Self Erect, Cold Weather Package, Wind Anemometer, Block and Ball. *Located in Chicago, IL.* Unit #10370. **\$2,950,000**



Link-Belt TCC1100, S/N S1K2-2640 2012, 110 USt, Cummins Diesel (9,300 Hours), 150' Main Boom, 10' – 31' – 55 Jib, Aux Hoist, Boom Flood Lights, Upper Mount Work Light, Single Axis Controls, Toolbox, Amber Strobe Light, Aux Lifting Sheave, RCL Light Bar, Ext RCL Light Graph, Block and Ball. *Located in Toledo, OH.* Unit #L1146MLW. **\$697,000**



Link-Belt TCC750, S/N R8K0-1879 2010, 75 USt, Cat Diesel (15,550 Hours), 115' Main Boom, Aux Hoist, Block and Ball. *Located in Chicago, IL.* Unit #10341. **\$285,000**



Link-Belt LS248HSL, S/N R9K3-3509 2013, 200 USt, Isuzu 6HK1 T4I (10,000 Hours), 200' Main Boom, 3rd Drum, Free Fall, Block and Ball. *Located in Chicago, IL.* Unit #10634. **\$1,075,000**



Terex HC165, S/N FF0395 2015, 16 USt, Cummins QSC8.3 (5,200 Hours), 200' Main Boom, 30' Jib, 3rd Drum, Hammerhead Tip, Free Fall, Heavy Counterweight, Block and Ball. *Located in Tampa, FL.* Unit #11138. **\$895,000**





Maniowoc 16000, S/N 16001002 2005, 440 USt, Rebuilt Cummins Diesel (600 Hours), 12,777 Total Hours, 1295' #58 Boom, Upper Boom Point, Self Erect, Maxer Prepped, Series 3 Counterweight, Load Moment Indicator, Cold Weather Package, Swing and Travel Alarms, Aux Drum Prepped, A/C, Block and Ball, Rebuilt Tracks - 2019, New Paint - 2020. *Located in Elk Mound, WI.* Unit #9170. **\$1,747,000**

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.



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

Pictured: 2023 National NTC55128 Boom Truck





NEW Broderson IC-400-3B Carry Deck Crane

New Broderson IC-400 Industrial Crane Broderson's longest reach and highest capacity carry deck crane, the IC-400 provides heavy duty capacity to take care of all your long reach light and heavy duty lifting needs. Clears overhead obstacles and maneuvers in tight spaces. Day-in, day-out performance and versatility. Precision controls and heavy-duty design to pick and carry. Enclosed Cab. Heat & A/C 1 Year Warranty.



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

Capacity on Outriggers	50,000 lbs (22,679 kg)	Max Horiz. Reach	90' (27.4 m)
Pick and Carry Capacity	25,000 lbs (11,339 kg)	Height	11' 3" (3.4 m)
Maximum Tip Height	99' (30.1 m) (w/ boom extension)	Width	8' 6" (2.6 m)



TOWERS: SAM MOYER, GM ALL TOWER CRANE, LLC / SAM.MOYER@ALLCRANE.COM / 330.734.6988
AERIALS: KRIS KASPAREK, GM ALL AERIALS, LLC / KRIS.KASPAREK@ALLCRANE.COM/ 330.558.8290
BOOM TRUCKS & TRAILERS: JOSH DOYLE, GM ALT SALES CORP. / JOSH.DOYLE@ALLCRANE.COM / 330-558-8292

Link-Belt CRANES

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



- 2022 Link-Belt TCC-500**
- 50-USt capacity
 - Boom Length: 115'
 - New Condition

SHUTTLELIFT by Manitowoc

2022 Shuttlelift SCD20

- 20 USt Lift Capacity
- 18' 5" - 54' 5" Four Section Boom
- 2 Position Out and Down Outriggers
- Independently Controlled 2 Position Beam Jack Outriggers
- 15'-25' Offsettable Swing Away Extension
- Pivoting Boom Head
- 3 Steering modes: 4 Wheel, 2 Wheel, Crab



SKYJACK™

- 2022 SKYJACK SJ1256 THS** — 12,000-lb Capacity, 56'3" Lift Height, 42'6" Forward Reach, Axle Mount Outriggers, Solid Filled Tires.
- 2022 SKYJACK SJ1056 THS**—10,000-lb Capacity, 56'3" Lift Height, 42'6" Forward Reach, Axle Mount Outriggers, Solid Filled Tires.
- 2022 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 0160053533 2013, 10,000-lb Capacity, Cummins Diesel, Foam Filled Tires, 4x4, Enclosed Cab. Located in Madison, WI. 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 389 3 Axle Sleeper 2010, 14,320-lb Front Axle, 46,000-lb Rear Axle, Cummins ISX15 600HP HP, Fuller 18-speed Transmission, Peterbilt Air Trac, 46,000 lbs Steel Susp Insert, 10-3/4" Steel Rails to 354" Holland Fifth Wheel, Top Plate Diff Lock, Heavy Wall Drive Axles, Premium Air Cleaners, Dual Exhaust, Painted Aluminum Air Tanks, Aluminum Wheels, Dual 135 Gal Fuel Tanks, Fuel Heaters, Full Gauges, Thermal Insulation Pkg., Woodgrain Panels, Strobe Lite. *EXW Cleveland, OH.* Unit #X855 **POR**



Talbert 60 TON 2+2+2 Multi Axle Trailer 1989, Turner Air Suspension, 73' 5" Overall Length, 9' 3/4" Width, 27'-5" Well, Talbert Telescopic Drop Legs, Tool Boxes, Weigh Load Scales, Aluminum Wheels, 45" Wide Beam, 50,000-lb Empty Weight, Well-Maintained. *EXW Cleveland, OH.* Unit #X392. **POR**



Talbert 45 TON 3 Axle Trailer 2000, Air Ride Suspension, 255/70R22.5 Wheels, 54'-8" Overall Length, 27'-1" Open Well, 45" Wide Beam, 60" Axle Spacing, Hydraulic Tank Located on Trailer, Refurbished and Ready to Work. *EXW Cleveland, OH.* Unit #X852. **\$53,485**



Kenworth W900 Sleeper 2014, Heavy Haul, 13,200-lb Front Axle, 40,000-lb Rear Axle, Cummins ISX15 Eaton Ultra Shift Plus, Front Air Disc Brakes, Dual Rear Disc Brakes, Alum Hubs, Wheel Diff Lock, Rear Air Suspension, Alum Wheels, HD Frame Rails, 5th Wheel, Holland Dual 120 Gal Fuel Tanks, 62" Aerocab HD Hood Gauges, Ultraleather Seats, Kenworth AM/FM/CD/USB/BLUETOOTH W/SIRIUS, Power Windows and MUCH MORE. Purchased New. *EXW Nitro, WV.* Unit #X1481. **POR**

NEW LANDOLL TRAILERS



NEW Landoll 440B-48 Trailer 2023, 80,000 lbs Capacity, Neway Air Ride Suspension, Two (2) 25,000 lb. Axles, Four Beam Design, Hydraulic Hook Up, Quick Couplers, Stop, Tail & Turn Rear Amber Strobe-10 year warranty. *EXW Richfield, OH.* **POR**



NEW Landoll 455B-53 Trailer 2023, 110,000 lbs Capacity, Neway Air Ride Suspension, Three (3) 25,000 lb. Axles, Four Beam Design, Hydraulic Hook Up, Quick Couplers, Stop, Tail & Turn Rear Amber Strobe-10 year warranty. *EXW Richfield, OH.* **POR**

IN THE LIFE

THROUGH THESE EYES

ALL LEGEND NORM RADOS REFLECTS ON HIS 43-YEAR CAREER



Space Shuttle Enterprise, rolled out on September 17, 1976, was the first Space Shuttle orbiter of the Space Shuttle system. It was built for NASA to perform atmospheric test flights after being launched from a modified Boeing 747. ALL managed the earth-bound part of the flight.

To put it in perspective, there have been eight U.S. presidents over Norm Rados’ 43-year career with ALL Erection & Crane Rental. When he first walked on the job as an oiler, it was 1978 and Jimmy Carter was in the White House.

Norm has seen a lot of changes in those decades, to the company and to the crane business as a whole. Currently serving as sales manager, a position he’s held for 28 years, Norm has been a fixture at ALL, growing through the ranks from oiler to operator to jobsite coordinator to sales manager. But you might be surprised to find out cranes are Norm’s second career. You might be even more surprised to know what he did before.

Eyes on the prize

Norm used to manage an optical lab, where eyeglass lenses are made. It was his career for 10 years before he switched to cranes. It was also a sign of things to come, as vision has been an important part of Norm’s career.

“It was a good job,” said Norm. “I was managing a team of 40 or 50 people.”

But when you’re part of the Liptak family, sooner or later, cranes are going to get you. Norm was married to Michele Liptak, daughter of ALL co-founder Michael C. Liptak. (Michele’s brother, Michael L. Liptak, is the current president and CEO of ALL.) Michele was one of ALL’s original administrative employees, working with just a few other people in a work trailer in those early days.

Norm felt he had maxed out his earning potential for a career in the optical industry. With the possibility of a young family on the way, he had the vision to pivot professionally. When the opportunity arose to join Ohio Operating Engineers Local 18, the crane operators’ union, Norm decided it was time for a career change. Crane life meant better pay and plenty of opportunities for overtime.

“When you join the union, your first job is as an oiler. My first assignment was working the drag line down at J&L Steel,” said Norm. “I was responsible for general maintenance of the crane—lubricating, greasing, topping off fluids, keeping the crane clean, and sometimes even waxing the crane. Whatever

the operator wanted.” Cranes were moving ore pellets 12 hours a day, seven days a week.

When that job finished, Norm remained as an oiler for lattice boom crawlers, spending his first year and a half with that type. “There was a lot of piledriving, setting steel, and precast work. I also spent a lot of time helping to erect the cranes,” said Norm. From there, he started oiling hydraulic truck cranes.

In these early days, Norm credits operator Gene Stamm for bringing him along in the profession.

“Gene took me under his wing and taught me a lot about how lattice boom crawlers work,” said Norm. “I gained a lot of valuable experience working with him.” Other names from ALL’s past who greatly helped Norm in the beginning were Mike Caroseli and Nick Faustina. Once he moved onto hydraulic truck cranes, he was frequently paired with Jerry Carr.

But soon it was time to move into the seat and begin operating cranes, a position he held for 15 years.

Smooth operator

“I started operating smaller RTs at steel mills, refineries, and automotive plants. I did a lot of long-term outage work,” said Norm. One memorable job was at the Ford plant, where ALL was involved in a four-year project. ALL had as many as eight units at a time at the site, and Norm gradually started taking on additional responsibilities. At about halfway through the project, his role changed.

People appreciated his vision, and Norm became a job site coordinator, overseeing rental of all construction equipment needed for the project. He also pitched in unloading trucks using the on-site cranes for the contractors. By the end, ALL had up to 150 units on the site.



Norm and millwright Bill Duran at the Mill.



Norm runs cranes at J&L Steel. Circa 1988.

continued on page 38

ALL’s first headquarters was christened in 1977, one year before Norm Rados would join the company. See full story on back cover.



continued from page 37

A new role

It was another pivotal moment in Norm’s career. After the Ford job was over, he was promoted to sales manager of ALL Erection & Crane Rental, the expanding, multi-yard conglomerate’s flagship branch. It was 1994.

ALL celebrated its 30th anniversary that year, but much of the business still operated with the run-and-gun ethos of a younger, smaller company. The sales department had steadily evolved over the years, and Norm is now reluctant to take credit for prompting a giant leap forward in its operations. But those looking in say Norm’s vision yet again came into play.

As sales manager, he often called on Jim Taylor, then the general manager of ALL Aerials. “Because Jim was a manager with sales experience, I talked a lot with him as I moved into the new position,” said Norm. “It had been unfilled for a couple years before I came on, so Jim was a guy I could go to for guidance. He knew the ins and outs and helped me avoid rookie mistakes.”

ALL in the family

ALL, of course, is a family business. It’s become the ALL Family of Companies, with 31 branches in 14 states and Canada, and has remained a family business. There’s something about working with cranes that gets in the blood. It happens all the time. And that family tradition carries on for Norm, as his sons, Chad Rados and Shaune Rados, have made their own names inside ALL. Chad is a project coordinator, responsible for large jobs with a lot of moving parts, similar to the job site coordinator role his dad took on at Ford all those years ago. Shaune is Director of Sales for the whole of the ALL Family.

Now, after 28 years as sales manager, 43 years with ALL, and more than five decades in the workforce, Norm’s vision is telling him it’s time to call it a career.

“I have to thank the founders of ALL Erection & Crane Rental Corp.—Mike, Larry, and Jake Liptak—for hiring me in 1978 and for all the support they gave me over the years,” said Norm. “They gave me a career and it’s been an amazing one. The family atmosphere of this company begins with them.”

Norm also wanted to thank Michael and Lawrence Liptak,

son of co-founder Larry Liptak. “They keep this company ahead of the competition with vision and the will to invest in the latest equipment, employee training, and education. The way the company is structured, it is sure to be around for many more generations.”

Eye on the future

Norm has plans for retirement, of course. He and Michelle are avid bicyclists and enjoy tennis, running, and doing fitness boxing. Retirement will give him more time for these pursuits.

Like many retirees, he wants to travel. But not the typical travel you might be thinking of. Because here, Norm Rados’ story comes full circle. All the way back to that optical lab where he first toiled before taking a four-decade detour into the world of cranes.



Co-founder Mike Liptak and wife Marvine are joined by their children, Michael Liptak, Vicki Ashworth, and Michele Rados.



Cranes are pretty complex construction equipment, though Norm kept it simple. “Weight and radius,” he would famously say, was all you needed to know. T-shirts marked this memory at a retirement party in March 2022.

For years, Norm has traveled to Ecuador and the Philippines in support of mission work, of which a primary focus has been distributing eyeglasses to people in need. Just like the ones he worked on all those years ago. He’s been involved in giving away thousands of pairs. In retirement, he wants to travel more to give more. Because when you’re a man of vision, that never leaves you. Even when you retire from your work life. ♦



PROMOTIONS

Josh Bacci Promoted to Sales Manager; Josh Doyle Named GM of ALT Sales Corp.



Josh Bacci



Josh Doyle

Norm Rados’ retirement creates a vacancy in his position as sales manager for ALL Erection & Crane Rental. The job will be filled by a familiar face, **Josh Bacci**, a 16-year ALL veteran. For the past six years, he has served as general manager of ALT Sales Corp., the boom truck division of the ALL Family of Companies.

Josh’s family has its own history with the company, as he follows in the footsteps of his dad, John Bacci, a logistics manager with ALL.

Josh joined the company in 2006 and has held a variety of positions through the years including rigger, oiler, assistant operations manager, and crawler crane fleet administrator. He’s earned a reputation as an astute listener who absorbs information like a sponge.

He comes to the sales manager’s job with the endorsement of Norm Rados himself. “I’ve had the pleasure of working with Josh for many years,” said Norm. “Any challenge that’s thrown his way, he

approaches with a can-do attitude and a drive to be efficient and effective. The sales department is in great hands, and I go off to retirement with peace of mind knowing that Josh is at the helm.”

“Obviously, Norm leaves huge shoes to fill,” said Bacci. “I’m humbled by the trust ALL has shown in me with this new position. My years with the company have prepared me for this new challenge, and I’m looking forward to building on the success Norm has created with his years as sales manager.”

With Bacci moving on, it creates a vacancy at ALT Sales Corp. The company is proud to announce **Josh Doyle** has been promoted to general manager at ALT Sales Corp. Doyle is a seasoned sales executive with experience spanning several industries, including information technology and the service industry along with heavy equipment sales. He has been in sales with ALL since 2019. With his sales background and proven track record, he is a worthy successor to lead ALT Sales. ♦



In 1994, ALL Crane helped build Jacobs Field, home of the Cleveland Indians. In 2008, after 13 seasons, the naming rights were sold to Progressive Insurance and Progressive Field was born. This month Cleveland recognizes the evolution of the Indians moniker to the Guardians. New chapters write themselves in a good baseball town.

SHOP **CRANE PARTS** FIND MORE PARTS AT [CRANEPARTS.COM](https://www.craneparts.com)



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

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Cummins Engine Part #743, Cummins 743, S/N: 618123, CPL-91. **POR**



Manitowoc Part #0423851, Drum Shaft Assembly, Used, Fits Crane Models: 3600, 3900, 4000. 2 available. **POR**



Link-Belt Fixed Jib Part #LBFIXJIB, Link-Belt Fixed Jib 30'- fits LS218HSL. **POR**



Mercedes Benz OM442 LA VIII/1 Engine Part #UNQMBOM442, S/N 442 901 506, Long block, 543 HP @ 2100, 2,330 lbs, MA 10/20. **POR**



Manitowoc Part #0509191, Independent Boom Hoist, Used, Fits Crane Models: 4100W. 1 Available. **POR**



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Founded in 1964 in a humble trailer by the side of the Ohio Canal, ALL flourished and, in 1977, moved into its first formal headquarters, pictured here. The company would eventually control nearly 40 acres surrounding this new headquarters, where a village of service shops would bring expert service to the quickly expanding fleet. The service village remains today, although in 2009 the company built a state-of-the-art headquarters about a mile from the original. Success and growth sometimes lead to a change of scenery.

We celebrate our Chicagoland family, Central Contractors Service, as they move into their new headquarters.

[See the full story on page 22.](#)

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