

SUMMER 2025

# LIFT LINE

YOUR SOURCE FOR NEW AND USED LIFT EQUIPMENT



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LEADERSHIP

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HAS GONE BEFORE

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Cover: ALL Crane Rental of Alabama marshaled cranes from four ALL yards to perform a four-crane pick of a 608,000-pound truss for construction of a new hangar at an international airport in northern Florida. You can read more about the job on page 36 (“Getting the Band Back Together”).

A Sense of Urgency



When you work in crane sales every day, you get a front-row seat to the industry’s mood. Right now that mood can be summed up in one word: urgency. Lead-times for new equipment are improving, but many projects can’t—or won’t—wait. That has tightened the supply of late-model used cranes and lifted residual values across nearly every capacity class. Industry analysts confirm what our phones already tell us: demand for “ready-to-work” used machines is out-pacing availability, especially in the 100- to 300-USt sweet spot.

That urgency plays to one of ALL’s core strengths. Because we maintain North America’s largest rental fleet, every crane we rent is also part of our “Cranes for Sale” inventory. And each arrives with a complete service pedigree.

However, since these units are operating as part of our rental fleet, I advise customers not to zero in on a particular unit that they find online. That crane may be out on a long term rental. Instead, I encourage a conversation about capacity, geography, and even specific project needs. Given that information, I can usually find the right crane from our inventory.

No matter what, customers can trust the machine has been run, maintained, and continuously updated under our watch. In a market short on inventory, trust is the ultimate differentiator.

Of course, none of that happens without people. Our Cranes for Sale team—true veterans—are backed by regionally based product pros. They handle each transaction as if they were building a fleet for themselves. They source hard-to-find units, verify inspections, arrange financing, even coordinate transport on ALL trucks. Their diligence is why more than half our used-crane buyers come back for another purchase within three years.

Looking ahead, we expect the used market to stay competitive through 2025 as infrastructure, energy, and data-center projects continue to absorb lifting capacity. If you’re searching for a specific model, start the conversation early—and start with a partner who treats “used” as a promise, not a disclaimer.

Visit [allcrane.com/cranesforsale](https://allcrane.com/cranesforsale) or call us any time. Our yard gates, like our phone lines, are always open.

Shaune Rados

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



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*Say it in six*  
TUNNELING UNDER KEEPS  
OHIO HISTORY ALIVE

ALL uses a 120-UST Liebherr LTM 1100-5.2 all-terrain crane to set 23 new precast concrete arch sections and 12 headwall sections for Chagrin Falls, Ohio's historic North Main Street Bridge, a stone arch structure that dates back to 1857.



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



**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 **\$303,000**



**Broderickson RT-300 - S/N 49036300**, 2014, 15 USt, Cummins QSB4.5 T4i, 6,979 Hours, Engine Side Covers, 17.5 x 25 Tires, 20 ply, 4 Wheel Steer, 4WD, Pintle Hook in Front and Rear, Wind Wiper- Top, Air Conditioning, Lighting Kit, 60' Main Boom, 20' Jib, RCL – Greer, Drum Hoist Rotation Indicators, Block and Ball. New Paint in 2023. *Located in Nitro, WV.* Unit #10933 **\$155,000**



**Grove RT650E - S/N 234096**, 2013, 50 USt, Cummins QSB6.7, 11,777 Hours, 105' Main Boom, 29'-51' Jib, Aux. Hoist, 23.5X25 Tires, A/C and Heat, Value Package, Aux. Light and Conv Package, Hydraulic Pump Disconnect, Battery Disconnect Switch, Outrigger Monitor System, Block and Ball. *Located in Nitro, WV.* Unit #10802 **\$223,000**



**Grove RT9150E - S/N 232090**, 2011, 150 USt, Cummins QSC8.3L Tier 4, 15,386 Hours, 197' Main Boom, 36'-59' Bifold Jib, Aux. Hoist, Auxiliary Light Package, Wind Speed Indicator, Heavy Lift Package, Block and Ball. *Located in Baton Rouge, LA.* Unit #10501 **\$439,000**



**Link-Belt RTC8065 II - S/N J9K3-3421**, 2013, 65 USt, Cummins QSB6.7, 14,713 Hours, 115' Main Boom, 35'-58' Offset Jib, Aux. Hoist, 26.5 x 25-26PR Tires, Winch Rollers, RCL Bar Graph, A/C, Joysticks Controls, Aux. Lifting Sheave, Block and Ball. *Located in Cleveland, OH.* Unit #10630 **\$275,000**



**Liebherr LRT 1090-2.1 - S/N 053745**, 2018, 100 USt, Cummins QSB 6.7, 10,131 Hours, 154' Main Boom, 34.5' - 62.3' Double swing-away jib - adjustment 0° / 20° / 40°, Aux. Hoist, Rooster Sheave, Hydraulic Ballasting Device, Calix Engine Pre-heater, Working Floodlights, Block and Ball. *Located in Pittsburgh, PA.* Unit #11359 **\$695,000**



**Terex RT230-2 - S/N 161585**, 2014, 30 USt, Cummins QSB4.5L, 5,053 Hours, 94' Main Boom, 26'-43' Tele-Jib, One Hoist, 20.5 X 25 - 24 Ply Tires, Single Lever Dual Axis, A/C and LP Heater, Block and Ball. *Located in Orlando, FL.* Unit #10898 **\$135,000**



**Grove RT9130e - S/N 234194**, 2013, 130 USt, Cummins QSB8.9L Tier 4, 15,328 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 Orlando, FL* Unit #10832 **\$497,000**



SHOP TRUCK CRANES from 40-115 USt



**Grove TMS500-2 - S/N 236632**, 2019, 40 USt, Cummins ISL9, 5,294 Hours, 46,888 Miles, Eaton Transmission, 102' Main Boom, 26'-45' Tele Lattice Jib, Engine Block Heater, Aux. Lighting Package, Heavy Counterweight, Three outrigger settings, Positive Swing Lock, Aluminum Decking, Aluminum Wheels, Storage Boxes, Battery Disconnect, Block and Ball. *Located in Hammond, IN. Unit #11480* **\$451,000**



**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* **\$293,000**



**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**



**Link-Belt HTC8660 II - S/N L8K4-3671**, 2014, 60 USt, Cummins Diesel 9,930 Hours, 93,120 Miles, 110' Main Boom, 28'-51' Bifold Jib, Aux. Hoist, Single Axis Controls, Carrier Box, Daytime Running Lights, Amber Strobe Light, Winch Rollers, RCL Light Bar, A/C Cabs, Block and Ball. *Located in Milwaukee, WI. Unit #10850* **\$353,000**



**Link-Belt HTC8690 - S/N N3K4-4047**, 2014, 90 Ton, Cummins ISX11.9, 11,097 Hours, 70,629 miles, 140' Main Boom, 35'-58' Offset Jib, Auxiliary Hoist, Trailer Air & Electric, 39,500# Counterweight, 2 Speed Winches, RCL Light Bar, Air Conditioning, Boom Float Kit, Block and Ball, 2 Axle Boom Dolly. *Located in Elk Mound, IN Unit #10908.* **\$489,000**



**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* **\$373,000**



**Grove TMS9000E - S/N 234862**, 2014, 110 Ton, Cummins ISX12, 11,713 Hours, 83,374 Miles, 142' Main Boom, 33'-56' Bifold Jib, Aux Hoist, Aux and Light Package, Trailing Boom Package, XL Counterweight Package, Outrigger Monitoring System, Air Conditioning, Block and Ball. *Located in Columbus, OH. Unit #11010* **\$507,000**



**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* **\$267,000**



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 27026** (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.)





# PRINCIPLES OF LEADERSHIP

ALL'S COLUMBUS BRANCH EXCELS WITH TEAMWORK, A FAMILY ATMOSPHERE, AND A DASH OF MILITARY STRATEGY

**ALL**  
CRANE RENTAL  
of Columbus



In 2025, Columbus branch manager Richard Randall is celebrating 30 years with the ALL Family of Companies.



When Richard Randall became general manager of ALL Crane Rental Corp., the Columbus branch of the ALL Family of Companies, he knew the kind of culture he wanted to create.

He would build it on treating people as he'd want to be treated, creating an ecosystem in which everyone feels their voice can be heard, and giving people a chance to thrive in roles where they are best suited.

This leadership philosophy comes from a surprising place: Randall's years serving in the U.S. Marine Corps. While military leadership is often stereotyped as consisting of a lot of red-faced yelling, the "Principles of Marine Corps Leadership"



that Randall keeps on his desk tells a much different story. It speaks

of integrity, open communication, tact, and leading by example, among many other traits.

Randall became GM in 2018 after years in operations at ALL's Cleveland headquarters. He'd moved around across ALL's footprint, helping branches improve efficiency and performance. With the Columbus branch, he finally found a home. There were still improvements to be made. The



branch was down to about 40 employees and hadn't turned a profit in a while (the employee rolls now exceed 140 and business is booming).

## Man with a plan

"The most important thing in my life is family," said Randall. "And my work is what enables me to take care of my family. When you look at it that way, a job becomes a vital part of what is most important to you. That's the basis of our approach at our branch."

Columbus is a unique city full of opportunity for a heavy-lift rental operation. Located in the Midwest, with bedrock values of humility and hard work, it is also home to diverse construction markets including education, healthcare, new energy, and Big Tech, along with the region's stalwarts like industrial, utilities, and manufacturing. To fully capitalize on each, Randall has built a cohesive team. They trust in each other, care deeply about each project, and are willing to do whatever it takes to keep customers happy. Everyone is pulling in the same direction, as Randall likes to say.

*continued on page 14*



The U.S. Marines' motto, Semper Fidelis, is Latin for "always faithful." It was established in 1883 – more than 100 years after the founding of the Marine Corps in 1775.





Commercial construction near Columbus. ALL provided a host of equipment, including ATs, aerials, a Link-Belt LS248HSL crawler, and a Manitowoc 14,000 crawler. June 2025.



Commercial construction by ALL's Columbus, Ohio, branch. Liebherr LTM 1450-8.1, June 2025.



OhioHealth Women's Center, Columbus, Ohio. ALL provided two Potain MD569 Tower Cranes, LTM 1450, and other heavy lift equipment. June 2025.



Industrial plant construction in vicinity of Columbus, Ohio. ALL's Liebherr LTM 1350-6.1 with luffer for long-reach, up-and-over picking. June 2025.



continued from page 14

All those markets make for a busy branch. “We do everything here,” said Chris Kirk, sales representative with ALL Crane Rental Corp. “From tower cranes to big crawlers and big hydros, from smaller cranes like Maedass to manlifts to Brodersons, we use our entire fleet. There isn’t anything we don’t rent.”

Trusting people to do their jobs

Kirk has been selling at the branch for 15 years. “What Rich has done is given us the autonomy to go out and bring in the work.”

Randall believes in letting people find their niche then letting them do their jobs with minimal interference. “I know I don’t have to worry about anyone; they’re going to do what needs to be done to keep us collectively moving forward. If they have a question, they’ll ask, but otherwise, I stay out of their way. I’m present, but not intrusive.”

“There’s no micromanagement here,” said Tyler Hittle,

a crane operator for the branch. “We’re placed in our positions based on a confidence in our skill level.”

All in the family

The branch is known for its regular social gatherings, which occur almost monthly, usually built around a holiday or seasonal celebration. Sometimes Randall’s wife, Melissa, cooks for everyone. Other times he hosts a catered dinner or brings in food trucks. “And Rich is always taking someone to lunch,” said James Webster, the branch’s current parts manager (who will move into the service manager’s role early next year with the retirement of four-decade branch veteran Roger Berwanger).

“The branch really feels like a family,” said Webster. “We help each other move, some people take vacations together.”

“We’re a close-knit group,” said Hittle. “We just had a branch-wide night out at the Columbus Clippers game.”

Kirk believes the camaraderie has benefits for customers



With more than 900,000 residents, Columbus, Ohio, is the second-most populous Midwestern city behind Chicago.

as well. “Because everyone gets along, we all take ownership of every project. No one thinks twice about having to stay late to get something done for a job. If a mechanic finishes a service call, instead of heading home, he’ll call someone at another job site and ask if they need a hand. It makes us more efficient.”

“  
*The branch really feels like a family.*  
– James Webster, ALL parts manager  
”



“Operators work closely with the sales team when they need to get into the nitty-gritty of what a specific crane can do for a customer,” said Hittle. “We all understand that creating a positive customer experience is why we’re here.”

“All the departments get together on Tuesdays to go over current and upcoming projects,” said Webster. “Sales, dispatch, service, me in the parts department. It helps us all to be on the same page and helps me know what parts we might be needing in the coming days and weeks. It all contributes to our branch’s efficiency.”

Sharing Knowledge

Another of Randall’s axioms is that knowledge is power. It is applied at the branch by mentors freely teaching what they know to those willing to learn.

For example, Webster becomes service manager next year, taking over for the retiring Roger Berwanger, who’s been with the branch for nearly four decades. “I call Roger ‘The Legend,’” said Webster. “I’ve mostly learned the ins and outs from him. I’m transferring out of the parts department in late summer to begin working alongside Roger in the

service department so there’s a smooth transition when he retires in February. I’ll be learning all I can.”

“This is the best group of people we’ve ever had,” said Kirk. “They all truly care about the success of our branch. From the quality of our crews to the service that keeps our machines in top condition to HQ always making sure we have the newest cranes and technology. It makes it easy for me as a salesman because I can tell customers with confidence that we are the best in Columbus.”

Randall spreads the credit to his team – and to the whole of ALL Crane. “Our branch would not be where it is today without support of the other branches. ALL Erection & Crane Rental in Cleveland, Jeffers in Northwest Ohio, Central Rent-A-Crane in Indiana, Central Contractors Service in Chicago, our branches in Pennsylvania, West Virginia, and on and on. All the branches contributed to our success by supporting us when we needed them. That’s the beauty of the ALL Family.” **ALL**



“Chuck wagons,” mobile kitchens that accompanied cowboys on cattle drives, are considered the first food trucks.



SHOP ALL-TERRAIN CRANES from 50-900 USt



**Liebherr LTM 1160-5.1 - S/N 067563**, 2013, 190 Ton, Liebherr Diesels 8,225 Upper Hours, 2,091 Lower Hours, 23,932 Miles, 203' Main Boom, 40'-72' Hydraulic Offset Swingaway Jib, 23' Intermediate Section, 23' Extension of Telescopic Boom, Rooster Sheave, Second Hoist, Second Boom Head Top Sheave, 20.5 R 25 Tires, Supporting Base Detection, Air Conditioning in Upper and Lower Cabs, 102,300 lbs. Total of Counterweight, 2 Axle Boom Dolly, Block and Ball. *Located in Atlanta, GA. Unit #10687* **\$995,000**



**Grove GMK7550 - S/N 7450-8186, 2014**, 550 Ton, 6,394 Upper Hours, 6,805 Lower Hours, 55,151 KM, Mercedes Diesels, Allison Transmission, Mega Wing Lift, 197' Main Boom, 259' Luffing Jib, Rigging Winch, Air Conditioning, Trailing Boom Float Kit, Boom Removal System, 20.5 R25 Tires, Outrigger Length Control, \*Fire Suppression System\*, Blocks and Ball. *Located in Atlanta, GA Unit #11004* **\$1,817,000**



**Liebherr LTM1250 6.1 - S/N 070980**, 2013, 300 Ton, Liebherr Diesels, 8,512 Upper Hours, 4,970 Lower Hours, 74,234 Miles, ZF Trans, 236' Main Boom, 40' - 70' Swingaway Jib, (2) 23' Jib Inserts, Aux Hoist, 214,500 lbs of Counterweight, Removable Main Boom, Removable Rear Outrigger Boxes, Air Conditioning, Blocks and Ball. 3 Axle Boom Dolly. *Located in Pittsburgh, PA. Unit #10668* **\$1,509,000**



**Liebherr LTM1060 3.1 - S/N 058142**, 2016, 50 Ton, 6 x 4 Drive, Liebherr Diesel, 8,087 Hours and, 63863 KM, 157' Main Boom, 31'-52' Swing Away Jib, Rooster Sheave, Aux Hoist, Engine Independent Heater, 445/95 R25 Tires, Vario Base, Battery Charger, 28,160 lbs of Counterweight, Working Floodlights, Flight Warning Light, Wind Speed Indicator, Block and Ball. *Located in Cleveland, OH. Unit # 11194* **\$627,000**



**Liebherr LTM 1500 8.1 - S/N S/N 073348**, 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* **\$1,723,000**



**Liebherr LTM 1350-6.1 - S/N 071359**, 2012, 400 USt, Liebherr Diesels, 4,524 Upper Hours, 2,083 Lower Hours, 22,447 Miles, 230' Main Boom, 256' Luffing Jib, Y-Guy, Winch 2, 308,000# of Counterweight, Rooster Sheave, 20.5 R 25 Tires, Air Conditioning, 2 Working Floodlights, Telma Brake, Detachable Outrigger Beams, Removable Boom, Blocks and Ball. Boom Dolly. *Located in Orlando, FL. Unit #10716* **\$1,609,000**



**Liebherr LTC1045-3.1 - S/N 056459**, 2012, 50 USt, Rebuilt Mercedes Diesel, 3,146 Hours, 55,832 Miles, 118' Main Boom, 25-43 Double Lattice Swing-away Jib, 445/95 R25, Aux. Hoist, 14,300lbs of Counterweight, Height Adjustable Crane Cab, Block and Ball. *Located in Fort Wayne, IN. Unit #10631* **\$337,000**

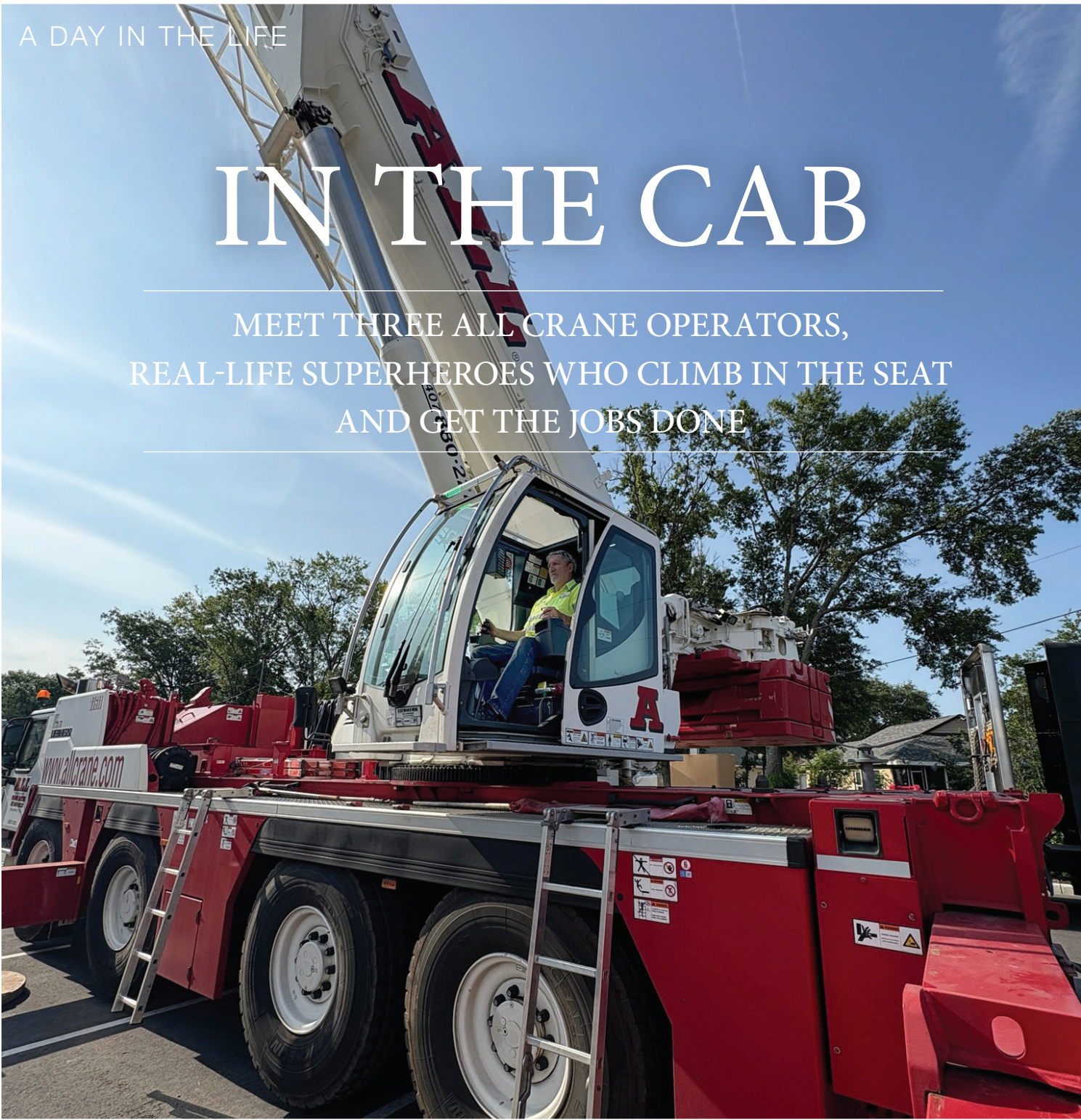


**Grove GMK5095 -S/N 5095-5506**, 2015, 95 USt, Mercedes T4i Diesels, 7,760 Upper Hours, 3,322 Lower Hours, 47,455 KM, 197 Main Boom, 33'-56' Hydraulic Offsetable Bifold Jib, 16' Insert, Aux. Hoist, 20.5 XR 25 Tires, A/C in Upper and Lower, Outrigger Control Length, Boom Float Kit, Block and Ball, 2 Axle Boom Dolly. *Located in Madison WI. Unit #DL1187mlw* **\$643,000**



**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* **\$847,000**





A DAY IN THE LIFE

# IN THE CAB

MEET THREE ALL CRANE OPERATORS,  
REAL-LIFE SUPERHEROES WHO CLIMB IN THE SEAT  
AND GET THE JOBS DONE



Introduced in 1977, the Liebherr LTM 1025 was the world's first all-terrain mobile crane for combined on-road and off-road use. It had a 78-foot boom and a capacity of 25 tons.

A person donning a mechanized steel suit to increase their strength is common in science fiction. Think of Tony Stark as Iron Man in innumerable Marvel blockbusters or the P-5000 Power Loader from the *Alien* movies.

Turns out, it's not so far-fetched. The same concept has been going on in plain sight for decades. After all, what is a crane but a supercharged exo-suit that allows humans to easily move enormous weight?

Just who are the people who take on such awesome responsibility? They are crane operators. People who every day climb aboard powerful metal machines to fearlessly, and with planning and precision, move figurative mountains

Obviously, planning heavy lifts is a team effort. Sales reps work with customers to gather project parameters and recommend an appropriate piece of equipment. Working solo or with in-house engineers, they develop pre-lift plans. The parts and service crews make sure each crane is running in tip-top shape. Dispatch, logistics, and trucking get the crane where it needs to go, on time and on schedule.

But when it's time to execute the lift, the individual who's pulling the levers puts on the supercharged exo-suit and, along with signalers and a ground team, performs some pretty heroic feats. To find out more about the job and the people behind it, we spoke with three operators from the ALL Family.



**Matt Adamski**  
*Dawes Rigging & Crane Rental  
Milwaukee, Wisconsin*

Matt Adamski remembers the first time he became enamored with cranes. His dad, a draftsman, was doing some work for Drott Manufacturing Company. He came home with a picture of himself standing next to a travel lift (a gantry crane modified with legs and wheels). "At that time, it was the largest travel lift in the world, and the tires were taller than my dad," said Adamski. "I was in awe."

Adamski was immediately hooked. By chance, one of his first jobs as a teenager gave him his first taste of actually operating a crane. "I worked at a rock quarry. It had a lot of cranes, including a nearly indestructible crawler that had been built back in 1957. We young guys were allowed to practice on it. The quarry owner figured there

*continued on page 20*



The Drott Manufacturing Company was in existence from 1916 to 1968. It was headquartered in Wisconsin.



wasn't much we could hurt," said Adamski.

A young Adamski used that 22-ton crawler to move around 15-ton rocks and 10-foot hunks of granite.

For the past 15 years, Adamski has mostly specialized in operating the Liebherr LTM 1450 series of all-terrain cranes. These powerhouses have a capacity of 550 tons, literally 25 times more powerful than the old crawler he started out on as a teen.

“*The work never gets monotonous.*”

— Matt Adamski, Dawes Rigging & Crane Rental

“The work never gets monotonous. I'm always doing something different and learning something different.” Liebherr is known for its always evolving, cutting-edge technology, so there's plenty of ongoing learning for Adamski to enjoy.

He's been with Dawes for 26 years and operated cranes for other entities a decade before that. “I remember being at a truck stop and seeing a Dawes 85-ton AT pull in. It was beautiful. I told myself one day I'd operate that crane,” said Adamski. “Within two years I was working at Dawes and operating that same model.” At the time, the largest AT in the fleet topped out at 250 tons. “A lot has changed since then.”

One of the most memorable lifts of Adamski's career was a dual pick with him piloting one of two Liebherr LTM 1450s. “We were helping a maker of overhead cranes build a port crane intended to help unload cargo ships. It was so massive that the carbody the crane swings around on weighed 383,000 pounds. Our job was to lift that carbody and stack it on wheels that ran on a track.”

The two operators had to work in tandem to lift almost 400,000 pounds. “It couldn't have gone any better. We worked in perfect unison. The other operator and I were in radio contact and we had spotters as well, but it all comes down to planning. It helps all of us stay cool behind the controls. We're almost operating by feel at that point.”



**Larry “Cajun” Phillips**

ALL Sunshine Crane Rental  
Orlando, Florida

Larry Phillips has been working in Florida for more than three decades, but his Louisiana roots earned him the nickname “Cajun” and that is what most people call him to this day. He's been operating cranes for a decade and a half after spending the first part of his career as a truck driver for ALL.



Pine tree cell towers, also known as “monopines,” were first introduced in 1992 by Larson Camouflage in Denver, Colorado.

“Operating a crane is more mental than physical,” said Phillips. “You've always got to be on your ‘A’ game because the margin of error is small.”

Phillips's main machine is the Liebherr LTM 1090-4.2, a 110-ton AT. His day begins with a pre-lift meeting. Then, much like an airplane pilot's preflight inspection, he performs a 360-degree inspection of his crane.

“I've been here a long time and everyone works well together,” said Phillips. “ALL is a great place to work because you get out of the job what you put into it. Someone is always willing to teach you if you're willing to learn.”

Because of his 33 years with ALL, Phillips is a familiar face to many customers. Some of them have his phone number and call him directly to start the job initiation process. “I'll call our manager and get the job set up. We

go the extra mile for customers because they're why we're here.”

With his branch located in Orlando, he does a lot of nighttime work for the city's robust amusement park market. Because that industry is extremely secretive, he can't talk about much of his work.

A memorable project he can discuss involves setting fabricated branches for cell phone towers made to look like large pine trees, an effort the densely populated state of Florida has undertaken to help towers blend into their surroundings.

“You have to place each branch one at a time,” said Phillips. “With some jobs, it's the weight that's impressive. Here, it's about the repetition. I have to set 326 branches for each tower, each specially rigged at a 50-degree angle so they'll more easily fit into the slot.”

Phillips reflects that he's worked at ALL for more than half his life. “It's gone by so fast. This is a great company with great people, where they value you as a person and give you all the tools you need to succeed.”

### Tyler Hittle

ALL Crane Rental Corp.  
Columbus, Ohio

Tyler Hittle was destined to be a builder. He was raised in the construction business, with his dad owning a commercial roofing company. He played with trucks and toy construction equipment. “I was always the kid who loved playing in the sandbox,” said Hittle. “The toys are bigger now, but I'm still living my childhood dream.”

After the birth of his own first child 13 years ago, Hittle turned to a career as a crane operator and joined the union. “I worked out of the hall

*continued on page 22*



Rooftop swimming pools have been around in the U.S. since at least the 1960s, when architect John Lautner is credited with adding infinity pools to his residential designs.



until I found a home with ALL six years ago.”

In his career, Hittle has progressed from running boom trucks to his current assignment, operating the Liebherr LTM 1650-8.1, a 770-ton AT. “Once the AT is built, it’s similar to running any other crane.”

“Your responsibility isn’t just to get the crane to the jobsite and perform the lift. There are eight to 12 truckloads that go with it, depending on configuration. The operator becomes the quarterback of getting the crane assembled,” said Hittle.

The tech sector is booming in Columbus and Hittle works on a lot of data centers, often setting dozens of large generators over the course of a few days. He’s worked in oil and gas, helped build substations for electrical utilities companies, set miscellaneous equipment at petrochemical refineries, and performed lifts during scheduled maintenance shutdowns at plants.

Hittle enjoys the collaborative nature of the job, talking over a project with a sales rep, working with dispatch on scheduling, offering his input during the planning of complex lifts.

His most memorable job was a study in collaboration. “I worked a job last year with a 530-foot tip height. The crane was configured with 208 feet of main boom and 299 feet of luffing jib. The job was to add a rooftop swimming pool to an existing building in downtown Columbus that was being converted into housing. Because it was located so close to the Ohio Statehouse, it was a no-fly zone, so they couldn’t helicopter it in, which is common for this type of work.”

Instead, the team had set up the Liebherr LTM 1650 on a side street. “We were really limited on space, plus there were underground vaults, so ground bearing pressure was critical. We brought in Josh Bacci and Chad Rados from HQ to help out with planning. Our sales rep, Chris Kirk, was heavily involved. Liebherr’s on-board computer, LICCON, was a huge asset because it allowed us to run simulations right in the cab.”

Maneuvers began on Thanksgiving weekend. “We assembled the crane from 6 p.m. to 6 a.m. the next morning

“  
At the end of each day,  
you’ve accomplished  
something you can  
point to and say,  
‘I did that.’  
– Tyler Hittle, ALL Crane Rental Corp.

and started picking the structural support stainless steel for the pool. Because of the weight at that radius, we had to use Y-guying to take deflection out of the boom and also start scoping out with the tip of the luffing jib still on the ground. I called up John Belu, a veteran operator at our Cleveland branch, to get his ideas on the best approach. I also read a lot of manuals. It was a total team effort.”

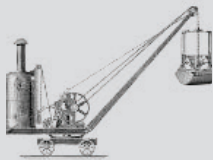
Hittle wraps up by mentioning something about his job that surely resonates with Adamski, Phillips, and anyone who operates heavy machinery. “At the end of each day, you’ve accomplished something you can point to and say, ‘I did that.’ All the time when I’m driving around with my wife and kids, I’ll see a building on the horizon and start reminiscing about the work I did there. I know they probably think dad is being corny, but it’s a constant reminder of a job well done.” **ALL**



The LTM 1650-8.1, was introduced in 2019 and is the successor to the legendary LTM 1500-8.1 the best-selling large crane ever.



**A view from the cab:** Crane operators enjoy some of the best perspectives in construction. Here, a tower-crane operator from ALL Crane Rental Corp., a member of the ALL Family of Companies, works high above Columbus, Ohio, helping build the new Ohio State University Wexner Medical Center.



The earliest crane cabs were simple, often consisting of a platform or small enclosure for the operator to stand or sit while controlling the crane’s movements. As cranes evolved, particularly with the advent of steam and electric power, operator cabs became more enclosed and included controls for the crane’s operation.



SHOP INDUSTRIAL CRANES *from 9-25 USt*



**Broderick IC-200-3H - S/N 240814200**, 2013, Cummins QSB3.3, 7,458 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, Air Conditioning, RCL Greer, Block and Ball, New Paint. *Located in Lima, OH.* Unit #10729 **\$117,000**



**Shuttlelift 5540F - S/N 321881**, 2012, 15 Ton, Cummins QSB3.3, 3,926 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 Phoenix City, AL.* Unit #10552 **\$85,000**



**Broderick 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 **\$78,500**



**Shuttlelift 7725 - S/N 321898**, 2012, 25 Ton, Cummins QSB4.5, 9,810 Hours, 71' Main Boom, 17' Jib, 4X4, Catalytic Converter, Aux. Lighting Package, Enclosed Cab Package, Outrigger Monitoring System, LMI, Block and Ball. *Located in Madison, WI.* Unit #10563 **\$187,000.00**



**Broderick 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 **\$321,000**



**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 **\$171,000**



**Broderick IC-400-3A, S/N 14031400**, 2014 25 Ton, Cummins QSB 4.5 Tier 4i, 4,015 Hours, Catalytic Converter, 64' Main Boom, 20' Offset Jib, 17.5 x25, 20ply Tires, Control System with Joysticks, Rear-view Mirror, All Weather Cab, Air Conditioning, Windshield Washer, Strobe Light, Rated Capacity Limiter, Hoist Drum Rotation Indicator, Block and Ball. *Located in Toledo, OH* Unit #10986 **\$227,000**



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



**NEW Manitex 35124C**, 35 USt, 124' Main Boom, 31' Jib, Front Bumper Stabilizer for 360° Load Chart, Out & Down Outriggers, Oil Cooler, and Continuous Rotation. Mtd on a Freightliner 114SD+, Cummins X12 500HP, Allison 4500 Trans, 100 Gallon Fuel Tank, Air Disc Brakes, Federal Bridge Legal, and MUCH MORE. (Stock Photo) Unit #R2489



**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



**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



**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 #R2378



**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



**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



**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



**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



SHOP CRAWLER CRANES from 80-1,200 USt



**Manitowoc 18000 - S/N 18001049**, 2008, 660 Ton, Rebuilt Cummins QSX15-600, 1,187 Hours, 300' Main Boom, Full Counterweight, Cold Weather Package, Maxer Prepped, Self Erect, Wind Anemometer, Block and Ball, New Paint. *Located in Columbus, OH. Unit #10107* **\$1,995,000**



**Link-Belt TCC750 - S/N R8K0-1879**, 2010, 75 Ton, CAT C6.6, 18,318 Hours, 115' Main Boom, Aux Hoist, Block and Ball. *Located in Baton Rouge, LA. Unit #10341* **\$275,000**



**Kobelco CK800G-2 - S/N GG07-06055**, 2018, 80 Ton, Hino Diesel 6,767 Hours, 160' Main Boom, 30' Fixed Jib, 3rd Drum, Aux Sheave, Free Fall, Block and Ball. *Located in Lima, OH. Unit #11267* **\$623,000**



**Link-Belt LS138HSL - S/N P8J7-9649**, 2007, 80 Ton, Isuzu 6HK1, 17,657 Hours, 120' Mani Boom, 3rd Drum, Free Fall, Block and Ball. *Located in Kaukauna, WI. Unit #9852* **\$289,000**



**Link-Belt LS218HSL - S/N N6K4-4122**, 2014, 110 Ton, Isuzu 6hk1 Tier 4i, 13,036 Hours, 160' Main Boom, 30' Fixed Jib, 3rd Drum Free Fall, Quick Draw, Block and Ball. *Located in Cleveland, OH. Unit #10996* **\$607,000**



**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**

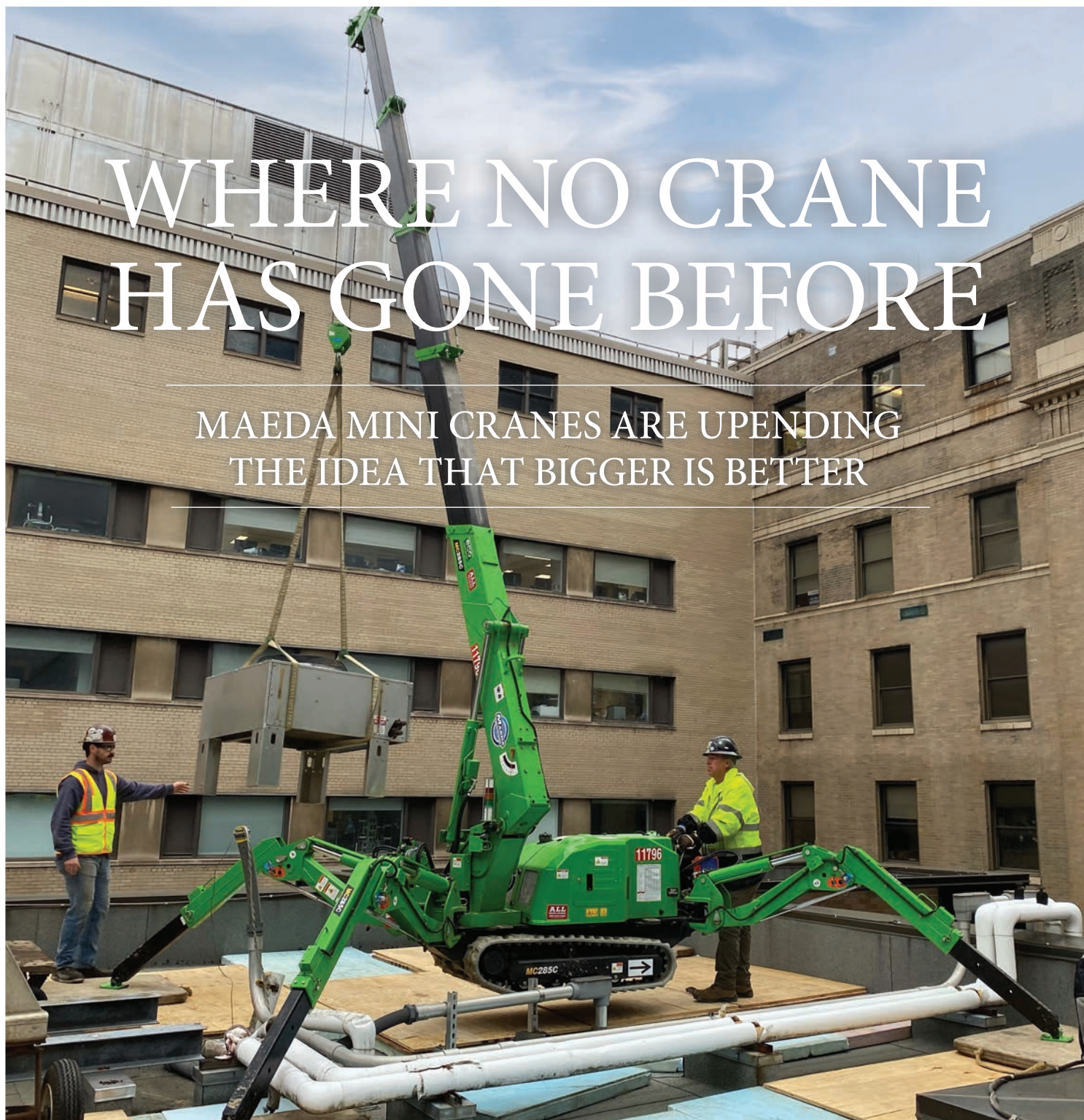


**Link-Belt TCC-1100 - S/N S1K2-2599**, 2012, 110 Ton, Rebuilt Cummins QSL9, 3,546 Hours, 150 Main Boom, 31'-55' Jib, Aux Hoist, Boom Flood Lights, Upper Mount Work Light, Single Axis Controls, Toolbox, Amber Strobe Light, Aux Lifting Sheave, RCL Light Bar, Block and Ball. *Located in Hammond, IN. Unit #DL1143mlw* **\$617,000**



**Link-Belt LS238HSL - S/N P5K2-2842**, 2012, 150 Ton, Isuzu 6HKI T4I, 20,376 Hours, 180' Main Boom, 40' Jib, 3rd Drum, Free Fall, Full Counterweight, Block and Ball. *Located in Cleveland, OH. Unit #DL1156mlw* **\$700,000**





# WHERE NO CRANE HAS GONE BEFORE

MAEDA MINI CRANES ARE UPENDING  
THE IDEA THAT BIGGER IS BETTER

For the past decade-plus, “bigger” has become synonymous with “better” in the crane industry. Capacities inched toward and eventually surpassed 1,000 tons. During that same time, unique cranes from Japan were making inroads in the North American market by going in the exact opposite direction. Maeda mini-cranes have models small enough to fit through a standard 32-inch doorway. People who use them are discovering the creative ways these small but mighty cranes can make certain jobs easier than using much larger lift equipment.

Maeda (pronounced MY-AIDA) cranes debuted in Japan more than a half-century ago in 1962, but just started making an impact on U.S. shores in 2011. ALL has been an authorized Maeda dealer since 2018, with an exclusive territory covering Ohio, Indiana, Illinois, and Wisconsin.

Joe Wheatley, sales manager for Maeda America, says the company has built its reputation on reliability, user friendliness, and an ability to go where no other cranes



The LMI enables the setting of virtual walls, which limits boom movement on the X and Y axes to prevent it from getting into areas you don't want it to go. This added safety feature works in conjunction with the crane's ability to get into tight spaces by helping to prevent it from touching nearby obstructions.

The construction industry is especially fond of these small cranes for their ability to be placed high up in a structure and assist with glazing and curtain wall installation. While glass glazing remains their most widely known use, there has been an evolution into other applications.

These cranes are versatile and small to easily access a lot of places. Aside from rooftop applications, they can work indoors where you wouldn't find many other cranes or telehandlers. They come in a lithium ion battery-powered option for zero emissions. “They can get it inside a tight area in a building and



“Bigger isn't always better. Sometimes it's about being artful and surgical.”

—Buck Trawick, COO of Maeda America

can go. “The access you can achieve with a Maeda mini-crane enables unconventional problem-solving that was previously impossible,” said Wheatley.

Maeda manufactures the most compact crane models in the industry, but with features normally found on larger cranes. These include full load moment indicators (LMI) and custom outrigger programs. They also have impressive load charts.

make a pick,” said Buck Trawick, COO of Maeda America. “Just roll the machine in and do a job quickly that might otherwise require an elaborate series of operations.”

Take plant work, for example. “You can fit one of our cranes in between plant equipment and walls,” said Wheatley. “Jobs that previously might have required knocking a hole in a ceiling to get a conventional crane hook into the space can now be done with much less disruption.”

continued on page 32



Maeda marked its 50th anniversary in 2018.



Maeda introduced its first crawler crane in 1991.





For utility work, the nimble outriggers can easily fit in the spaces between electrical lines or duct work while the zero-turn turret enables superior reach. It's part of what gets them into tight spaces unavailable to conventional cranes.

They're being used in bridge work to handle material while positioned on decking. Because the MC285 model can fit on the back of a pickup truck, it is being used in high-end residential construction. It can work indoors to

“  
*Using the Maeda saved the customer tens of thousands of dollars.*  
”

-T.J. Sokolowski, Sales Manager of ALL Crane Rental of Georgia

pick and set large slabs of marble and granite for countertops.

“Bigger isn't always better. Sometimes it's about being artful and surgical,” said Trawick. “Sometimes you don't need a bigger hammer; you need a different kind of hammer. Maeda mini-cranes are a new kind of tool.”

“Maeda is known for its customer support, strong dealer network, and commitment to maintaining inventory in North America,” said Kris Kasperek, Manager, ALL Aerials. “This aligns well with our own goals to provide customers with the broadest



Perhaps the most famous rooftop in cinema history, the Empire State Building hosted meetups between Cary Grant and Deborah Kerr in “An Affair to Remember,” Meg Ryan and Tom Hanks in the remake “Sleepless in Seattle,” and, of course, King Kong and Faye Wray.

fleet in the industry, backed up by unmatched service, support, and expertise. Maeda is a valuable addition to the ALL family.”

ALL doesn't only sell Maeda mini-cranes. They're part of our fleet. Here are two recent projects that demonstrate how our own teams are using the unique capabilities of these remarkable machines.

**Saving the day for A/C project**

Typically, air handling units are lifted atop tall buildings by big cranes with long reach. The crane sets up on the street below and reaches up and over the building. But in this downtown Cleveland project, there was an obstruction, and it wasn't going anywhere: two elevated pedestrian bridges running between the target building and a neighbor.

“It was theoretically possible to thread the boom of a larger crane between the walkways, but we would have no way to assemble a longer boom/jib combination,” said Brian Meek, project manager for ALL Erection & Crane Rental, a member of the ALL Family of Companies. “And due to roadwork on another street bordering the building, this was the only location where we could set a crane if we hoped to lift and set the unit from the street. We knew we needed a different strategy.”

Instead, ALL lifted a Maeda MC285C-3 on top of the building and let it put the air handling units in place. Lifting the A/C units with a crane positioned on the actual roof of the building removed the pedestrian walkways as a factor. The Maeda MC285C-3 packs a punch into its small frame, with a boom that extends to 28 feet and a 3-ton capacity. The air handling unit was just 800 pounds – well within range.

Also, because the Maeda MC285 is battery-powered, there were no emissions generated, ideal for working near air venting.

The Maeda's outriggers unfold and arc away from the body of the crane like legs. Those leg-like outriggers came in handy on the roof because they were able to straddle some piping as the Maeda worked directly atop some roof

protection that had been laid down.

**Adding architectural details to new battery plant**

One hour northwest of Atlanta, ALL Crane Rental of Georgia, a member of the ALL Family of Companies, used a Maeda MC305C-3 to aid in construction of battery plant for an automaker. This model is just a little more than four feet wide and weighs less than 9,000 pounds.

“The customer needed a crane to set a large amount of light metal and steel filler items for architectural details on top of the building,” said T.J. Sokolowski, sales manager of ALL Crane Rental of Georgia. “The challenge was that these materials needed to be set back approximately 500 feet from the edge of the building's lower floor.”

Because of this distance, even though the pieces were light, the work would have required a much larger crane set up on the ground. Plus, it would likely have to be repositioned several times because it would only be able to reach halfway.

Instead, ALL set the Maeda MC305C-3 on top of the unfinished plant's roof (using a Link-Belt RTC-8080 II). Configured with 41-feet of telescoping main boom at 65 degrees, the Maeda had 1,270 pounds of lift capacity at its 17-foot lift radius. It was on site for several months, picking and setting 1,000 individual pieces. Each piece weighed approximately 300 pounds.

“Using a conventional crane would have required such a large radius, we would have needed a machine with 600 tons of capacity,” said Sokolowski. “Using the Maeda saved the customer tens of thousands of dollars.” **ALL**



“Up on the Roof” was a Top 5 pop hit for the Drifters in 1963.



# 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



NATIONAL  
CRANE  
by Manitowoc  
ELITE DEALER



NEW  
EQUIPMENT

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 NBT60XL



KOBELCO®



NEW 2025 CK1600G3

- 160 USt
- 250' Max Boom
- 200' + 100' Boom & Jib



SKYJACK™



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.

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



**TOWERS:** SAM MOYER, GM ALL TOWER CRANE, LLC / SAM.MOYER@ALLCRANE.COM / 330.734.6988

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

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

# Link-Belt

C R A N E S

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 TCC-2500**
- Hydraulic Crawler Crane
  - 250 USt capacity
  - 223' main boom



# MAEDA

Mini Cranes

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

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.



- Maeda MC305C**
- 3.28 USt / 6,560 lb capacity
  - 41' boom
  - 51" wide
  - Battery-powered units available

- Genie S-45**
- 3.28 USt / 6,560 lb capacity
  - 41' boom
  - 51" wide
  - Battery-powered units available

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.





VIDEO CASE STUDY

# GETTING THE BAND BACK TOGETHER

ONCE AGAIN, FOUR SOUTHERN ALL BRANCHES COME  
TOGETHER FOR FOUR-CRANE PICK AT AIRPORT



Why do most bands have four members? The standard four-piece setup (vocalist, guitar, bass, drums) offers a balance of instrumental roles and allows for a good variety of musical arrangements.

Sometimes, a sequel can be just as good as the original.

In the heavy-lift business, there’s no room for the sophomore slump. So, once again, on a clear day in April 2025, four southern branches of the ALL Family of Companies got the band back together to execute a rare four-crane lift of a massive steel truss as part of construction of a new hangar at an international airport in northern

2022,” said Scott Swearengin, sales representative with ALL Crane Rental of Alabama, which was awarded the contract to provide the cranes to WS Construction.

Due to the size and weight of the truss – 422 feet long, 19.5 feet high, 8.5 feet deep, and 608,000 pounds – four all terrain (AT) cranes with capacities of at least 550 tons were needed to execute the lift.



Due to the size and weight of the truss, four AT cranes with capacities of at least 550 tons were needed to execute the lift.

Florida. Nearly three years prior, they had performed a similar operation during construction of a different hangar for the same company.

“This new hangar is located in sight of the one we built in

The Alabama branch sourced the cranes from three of its sister yards at ALL branches in three other southern states: ALL Crane Rental of Florida, located in Tampa; ALL Crane Rental of Georgia, located in Austell; and ALL

*continued on page 38*



The new 167,000-square-foot hangar will expand ST Engineering’s presence at the Pensacola International Airport and add to the company’s goal of 1,725 new jobs since the construction of the first hangar began in 2017.





**600-USt Liebherr  
LTM 1500-8.1**  
ALL Crane Rental, Georgia



**550-USt Grove  
GMK7550**  
ALL Crane Rental, Alabama



**550-USt Liebherr  
LTM 1450-8.1**  
ALL Crane Rental, Florida



**550-USt Liebherr  
LTM 1450-8.1**  
ALL Crane Rental, Louisiana

Crane Rental of Louisiana, located in Geismar.

From the Georgia branch came a 600-USt Liebherr LTM 1500-8.1, Tampa supplied a 550-USt Liebherr LTM 1450-8.1, Geismar contributed a second 1450, and from the Alabama yard was a 550-USt Grove GMK7550.

Each crane was rigged to the truss at the same time and lifted in perfect unison, with skilled, homegrown ALL crane operators in each cab. The two Liebherr 1450-8.1 ATs were configured with 139 feet of main boom and 207,200 pounds of counterweight, the Liebherr 1500-8.1 had 138 feet of main boom and 198,000 pounds of counterweight, and the Grove GMK7550 had 131 feet of main boom and 176,300 pounds of counterweight.

The giant truss had to be lifted 60 feet in the air then held in position as ironworkers made the necessary connections to secure it in place. As a section of the truss was secured, cranes could unhook one by one.

Although lifting the truss into position took a relatively brisk 45 minutes, holding it in place took significantly

longer. The first crane unhooked after about four hours, but the last crane remained connected for more than 24 hours.

Months of work preceded lift day, reserving cranes from their respective yards, designing and refining lift plans, and developing a remediation plan for any ground bearing pressure issues.

“As lift day approached, it took two weeks to mobilize the crane truckloads,” said Swearengin. “The cranes arrived the week before, and we had them assembled two days before the lift.”

Two of the cranes also performed a tandem lift on a smaller truss, with three of the four pieces of equipment remaining at the site to set step trusses.

“Although we regularly perform critical lifts, and did a four-crane pick previously just like this one, it’s our job to never become complacent,” said Swearengin. “Success begins in the planning and continues through meticulous execution.” **ALL**



ALL can efficiently deliver cranes from four different states because of its in-house trucking capability, bypassing the scheduling constraints of third-party providers.



“  
*It’s our job to never  
become complacent.*”  
– Scott Swearengin, sales rep.,  
ALL Crane Rental of Alabama



The Alabama branch has been part of the ALL Family since 2006, serving the Gulf Region from a 20-acre yard.



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AND **MATERIAL HANDLERS** from 5,500-20,000 lbs



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



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



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



**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**



**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**



**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 **\$4,000**



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



**Genie Z-135/70, S/N Z13508-744**, 2008, 135' Platform Height, Deutz DSL, JIB, Generator, Foam Filled Tires, 4x4. Located in Richfield, OH. (Stock photo) Unit #K2156 **\$35,000**



SHOP TRUCKS & TRAILERS



**Peterbilt 379 Sleeper**, 2006, Southern Truck, Cat C15 475hp, Fuller 18 Speed Transmission, 14,320 Front Axle, 46,000 Rear Axle, GCW 140,000 lbs., 10-3/4 Frame Rails 3/8 Thickness, Holland Air Rid, Peterbilt Air Trac 46,000, 210 Gal Fuel, And Much More, Purchased New, Fleet Maintained, Sold as is, Inspections welcome. Unit #CL1462 **POR**



**Peterbilt 337 Mechanics Truck**, 2012, 11' Mechanics HD Body, Allison Automatic Transmission, Air, Pwr Windows- Locks, Speed Control, Tilt - Telescope Wheel, Navigation, Cummins 350HP, Air Ride, Cable Spooler, Champion Compressor, Sold as is, Inspections welcome. Unit #X3673 **POR**

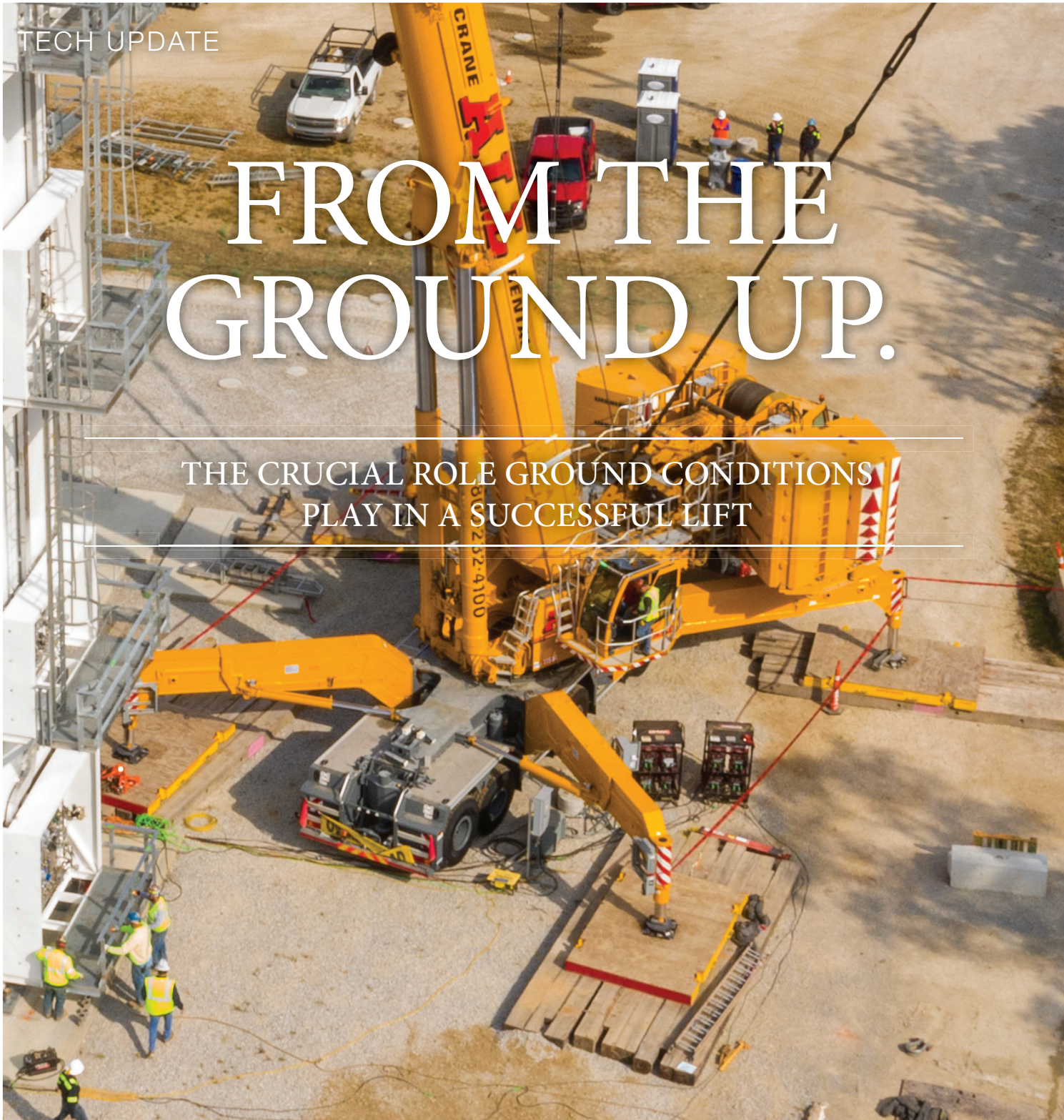


**Fontaine RGN Mechanical**, 2007, Air Ride, Mechanical Detach, 4th Axle Pin on Option, Ready to work, Some minor rust scale below, Sold as is, Inspections welcome. Unit #X097 **POR**



**Manac Drop Deck 3 axle w/ optional 4th axle**, 48', Air Ride, Rear Pin On Option, Trailer purchased new, Sold as is, Inspections welcome. Unit #X321 **POR**





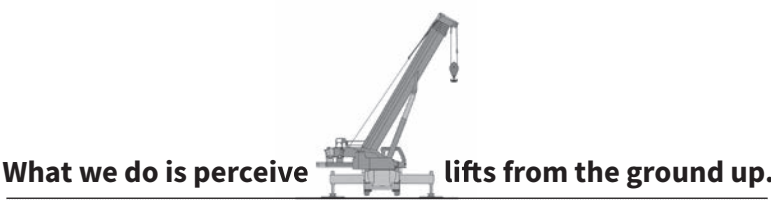
TECH UPDATE

# FROM THE GROUND UP.

THE CRUCIAL ROLE GROUND CONDITIONS  
PLAY IN A SUCCESSFUL LIFT



The earliest “resistance movement” was Roman. Around 200 BCE, legions drove timber piles into the soft ground of Ravenna to build military ports—an early use of friction piles to spread loads.



When ALL has a complex lift in need of ground condition assessment and ground stabilization engineering services, it turns to Dearborn Companies, an Illinois and Texas civil and structural engineering firm. They have been a strategic partner for decades, providing ground condition data collection including ground-penetrating radar, 3D laser scanning, and drone mapping.

“What we do is perceive lifts from the ground up,” said Mike Walsh, president of Dearborn. “Keep in mind that, in this context, ‘ground’ is a relative term – it’s not just “soil.” Because if there are vaults underneath ... is the ground really the ground? This is why it’s so important to fully understand the surface that lies below any equipment, such as cranes, telehandlers, and aerial lifts - anything that will create a reaction force.”

### Tools of the trade

Prior to a site visit, the Dearborn team assesses existing documentation including site logistics plans, utility plans, information on the cranes and lifts, as well as gauging the client’s perception of the bounds of the survey area. Walsh’s workers then use their hardware and tools to scan that area and a reasonable portion outside of it.

“In addition to ground-penetrating radar, we utilize 3D laser scanning to capture the smallest details of the above-ground crane deployment area,” said Walsh. “It will

pick up pavement surface conditions, signage that might be there, light poles, manhole covers. We also look at the proposed area for the crane’s tail swing, boom swing, load swing, and load movement in and out of the area. It’s much more comprehensive than people might imagine, well beyond a simple ground condition survey.”

### The importance of knowing ground bearing pressure

In recent years, ALL customers of every stripe have become more interested in understanding ground bearing pressure. It’s a change that Walsh has observed as well. “There is recognition in the construction industry that ground condition is a critical issue to which attention must be paid,” said Walsh. “The size and complexity of the lifts, enabled by bigger and bigger equipment, are what’s driving it, at least in part.”

However, Walsh cautions that it’s not just big cranes that require attention. Dearborn takes a holistic view of a jobsite. “We’re not only looking at where the crane will set up,” said Walsh. “We’re considering the entire construction village. Where are the work trailers, where is the assist crane, where are the telehandlers and other equipment? Where will cranes be assembled and disassembled? It helps us tell the full story of ground condition needs. We’re mapping the ground and accounting for total force to be exerted.”

*continued on page 46*



An elephant’s foot is gentler on the ground than a woman in stilettos. An elephant (≈ 15,000 lb) spreads its weight over four pads ≈ 18 in<sup>2</sup> each → ~ 210 psi. A 120-lb person in ½-in<sup>2</sup> high-heel tips can hit > 4,000 psi—20× higher!

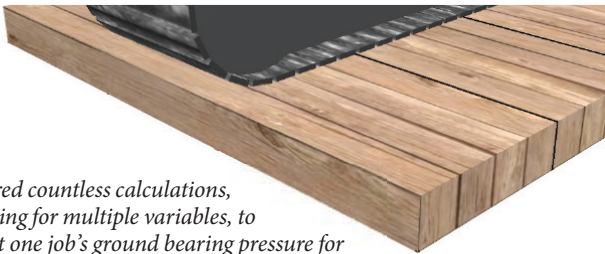


Different pressures

Different types of cranes exert different kinds of force. All-terrain cranes, which rest on road-worthy tires and lift from static positions, typically have outriggers placed at their four corners for added stability. Crawlers run on tank-like tracks. Because they are designed to pick and carry with loads suspended from the boom.

The pressure derived from outriggers is easy to visualize. Think of someone jumping on a trampoline in high heels. They're likely to poke through the trampoline because all their weight is concentrated on the tiny heel. It's similar with a crane's outriggers.

A crawler's tracks might look like they offer more even load distribution, but Walsh cautions that it's an illusion. "That's a misconception about crawlers, that because you've got, say a 30-foot-long track that is four feet wide,



It required countless calculations, accounting for multiple variables, to arrive at one job's ground bearing pressure for a track from a Link-Belt TCC 1400 crawler crane (1395 pounds per square foot).

it'll have this great, uniform load distribution. It's anything but that. You can get a lot of different load concentrations across those tracks. Some of the worst ground conditions are under the 'toes' of the crawler. If you've got a bunch of main boom and fair amount of jib, then go to pull the boom assembly off the ground, you get intense point loads on the front portion of crawlers."

The solution to help mitigate these point loads, whether from outriggers or track toes, is usually crane matting.

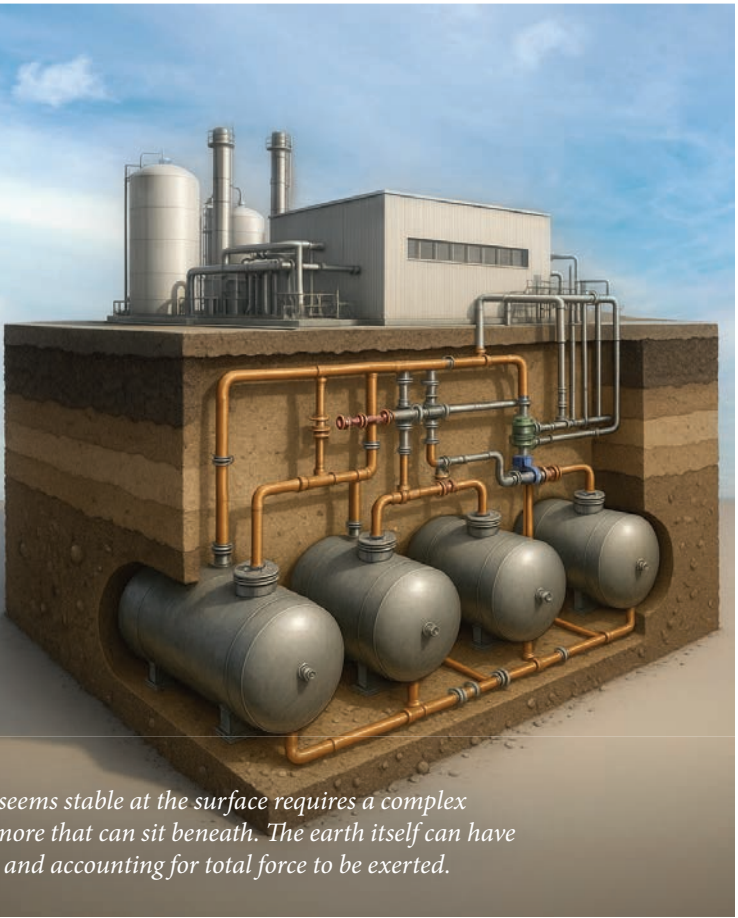
Crane mats as equalizer

Every location has an "ultimate" bearing capacity – it's the maximum load at which point the ground fails; a safety factor is applied to the ultimate bearing capacity value to calculate the "allowable" ground bearing pressure (GBP), as measured in pounds per square foot. The requirement is to keep ground bearing forces exerted during a lift below the allowable bearing capacity. The crane mats help spread forces over a larger area, thereby better distributing and reducing the forces applied to the ground.

In addition to matting, improvement of the actual ground's capacity can also be undertaken. Compacting the ground, adding crushed stone, or mixing additives into the ground (such as lime) are potential ways to offset reaction



NASA's crawler-transporter ranks among history's biggest ground pressures tamed. It weighs 6 million pounds but rolls on 456 shoes; with giant mats, its ground pressure is just 15 psi. Proof that matting + big footprints conquer huge loads.



Dearborn Companies' Mike Walsh cautions that what seems stable at the surface requires a complex understanding of structures, vaults, tanks, piping and more that can sit beneath. The earth itself can have varying degrees of firmness. We're mapping the ground and accounting for total force to be exerted.

“You’re establishing what’s the worst that can happen and then taking steps to prevent it.”

– John Stolarczyk, P.E, S.E., ALL heavy lift engineer

forces generated during a lift. From there, the size of matting can be adjusted, and more mats can be stacked on top, if needed.

Mats are made of timber, steel, and synthetics, and can also be used in combination with one another. Larger cranes with outriggers use, as a rule of thumb, steel crane mats, with crawler cranes using bolted wood timber, or

steel, mats. Smaller cranes typically use wood mats. The larger the area of the crane mat, the wider it broadcasts ground bearing pressures. Standard sizes for steel mats are 6' x 6', 8'x 10', and 8' x 12'. Bolted wood timber mats are typically 4' x 20' and can be placed together to create longer runs over which a crawler can pick and carry.

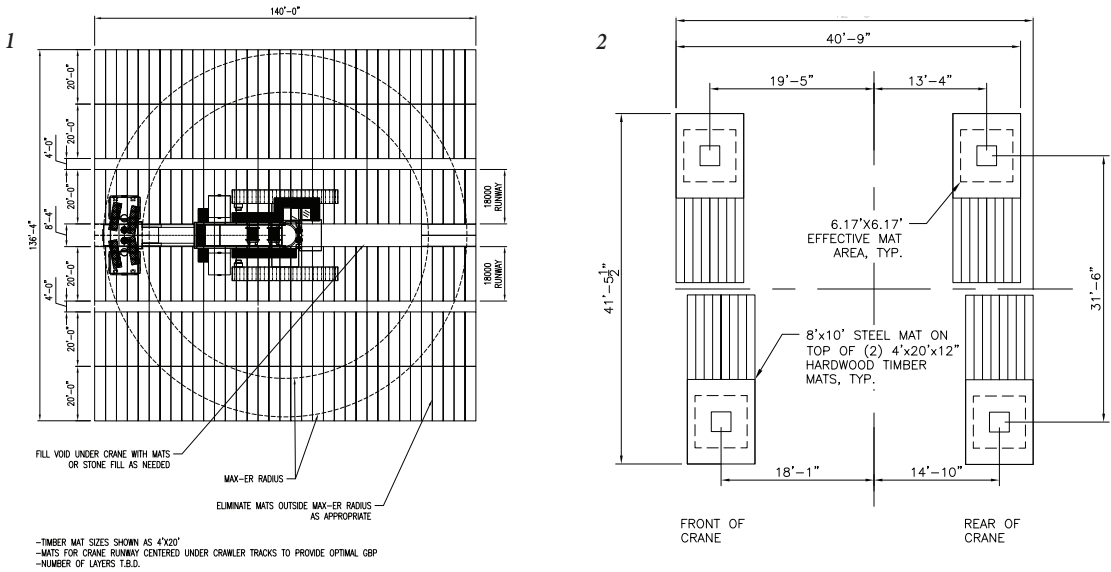
John Stolarczyk, P.E., S.E., is ALL's heavy lift engineer.

continued on page 48



We literally live on the “heaviest” planet — great for crane work. Earth is the densest planet with an average density of 5.51 g/cm³. Higher density equals stronger gravity and higher ground reaction forces.





continued from page 47

He is frequently called upon to recommend appropriate crane matting for a given lift. He also custom designs mats, sending his specs to ALL's in-house fabrication shop, where they are custom-built in six to eight weeks.

"Most steel crane mats are done in a sandwich configuration," said Stolarczyk. "There are steel layers at the top and bottom, but it's in-between where the real magic happens." Many designs are considered trade secrets, but Stolarczyk says honeycombed, ribbed, and waffle configurations are what you might find there.

Dearborn's Walsh says the idea with crane mats is to design for the worst-case scenario.

"That's really the entire goal of assessing ground conditions. You're establishing what's the worst that can happen then taking steps to prevent it." **ALL**

1. Configuration of timber mats needed to accommodate the swing radius of a Manitowc 18000 lattice boom crawler outfitted with the MAX-ER attachment.

2. Depicts three mats stacked up under each of four outriggers. Timber on the ground, an 8' x 10' steel mat, topped with a 6' x 6' steel mat. The foot of each outrigger rests on the 6' x 6' mat with pressure distributed to the other mats below.

## THE MAN BEHIND THE MATS

ALL's heavy lift engineer John Stolarczyk, P.E., S.E., is often called in to assist with lift planning. He's gained a reputation within the organization as a whiz with ground bearing pressure and crane mats.

It's a job that requires a lot of mathematical calculations and awareness of how different crane matting materials can disperse pressure. Timber is common because it is plentiful and relatively inexpensive. Steel, which is stronger and stiffer than wood, is used as well, especially with cranes that have outriggers.

"It's generally understood why soft ground requires some type of ground preparation and matting. Everyone can picture a crane sinking into the dirt," said Stolarczyk.

But setting up a crane on hard surfaces can create challenges, too. "In situations with concrete or even asphalt, if we were to put down only crane mats, it might cause pressure to still concentrate in the area of the outriggers," said Stolarczyk. "The mats alone aren't providing enough cushion and dispersal to the ground below."

The solution? Often it's first putting down a buffer material like gravel or sand directly on the hard surface.

"Then we can place timber mats on top of this material," said Stolarczyk. It helps to more evenly distribute the outrigger pressure over a larger area, reducing that tendency for pressure to concentrate in a tighter zone.

"For added protection, we can place smaller steel mats directly in the outrigger float zone. The point of the outrigger rests on the steel, which presses down into the timber, which is buffered by the gravel."

Not all cranes have outriggers, but most cranes still need some form of ground bearing pressure mitigation.

Crawler cranes run on tank-like tracks because they are designed to pick and carry loads. Ground bearing pressures for these cranes need to take into

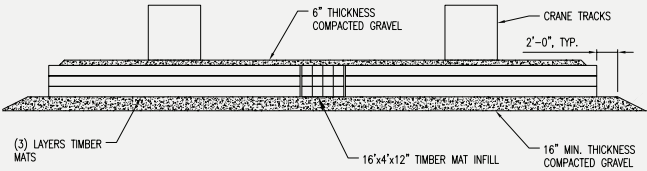
account the "heel" (rear of track) and "toe" (front of track). These pressures can change with a number of factors: as the crawler moves forward or backward, as the boom swings, as the weight of load changes, etc. Stolarczyk must account for

these variables as he designs crane mats for crawler jobs.

Steel is stronger and stiffer than wood. All of our steel mats are paired up with outrigger-based cranes, in particular, the bigger ATs.



Above: John Stolarczyk, P.E., S.E., ALL's heavy lift engineer.  
Below: Detail of crane mat plans for multiple layers of timber sandwiched between two layers of gravel.



Speaking of resistance, the Ionian Revolt of 499-493 BCE — when Greek cities of Asia Minor rose against Persian rule, sparking the wider Greco-Persian Wars — is widely considered the first resistance movement.



A snowshoe hare presses on the ground with barely 0.1 psi—lighter than a human in skis—thanks to its oversized, fur-fringed hind feet that splay like built-in snowshoes. That ultra-low ground pressure lets the hare stay atop fresh powder that would swallow heavier predators, proving nature solved "matting" long before engineers did.



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2006 6mbxl7.20rja s/n 906.991-00-620786 228 hp @ 2200 **POR**

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**Manitowoc Luffing Jib**  
2005, Part#139, s/n 7775032, 2005, 170' Boom, Fits Manitowoc 777, Newer Paint, located in Chicago, IL **POR**





ALL Crane’s flagship yard in Cleveland, Ohio, gave lift to ODOT, which is currently replacing the superstructure of the Chardon Road bridge on Chardon Road (US 6). Shown here, ALL’s 700-USt Liebherr LTM 1650-8.1 sets bridge beams over the Chagrin River. The assist crane is the company’s 120-USt LTM 1100-5.2.





# LEADERSHIP TRANSITION MARKS A NEW CHAPTER IN CRAWLER CRANE OPERATIONS



Rick (Ricky) Mikut



Chad Rados



Brian Meek

After an extraordinary 49-year career with the ALL Family of Companies, Rick Mikut is hanging up his hard hat and heading into retirement. Rick has been a foundational figure in ALL's crawler crane operations, helping shape the division's growth and reputation for excellence across North America. His steady leadership and technical knowledge earned him deep respect from colleagues and customers alike.

Stepping into the role of Director of Crawler Crane Operations is Chad Rados, a 30-year veteran of ALL. Chad's journey mirrors the ALL culture of promoting from within—he began as an oiler and has advanced through the ranks thanks to his strong project leadership and deep crane expertise. Chad has been instrumental in the success of some of the company's most complex lifts and will now guide the entire crawler division into its next era.

Filling Chad's previous role as Project Manager is Brian Meek, who also began his career as an oiler. With 21 years at ALL, Brian has built a reputation for thoughtful planning, field coordination, and a hands-on approach that puts safety and customer satisfaction at the forefront.

Both promotions are effective immediately and reflect ALL's continued commitment to growing talent from within and honoring the contributions of its people—past, present, and future.



[www.allcrane.com](http://www.allcrane.com)