

SUMMER 2026

LIFT LINE

YOUR SOURCE FOR NEW AND USED LIFT EQUIPMENT



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STEELY
RESOLVE

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BLUE COLLAR
CRAWLERS

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ALL THE WORK YOU
DON'T SEE

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Cover: On Interstate 4 in Orlando, ALL Sunshine Crane Rental Corp., a member of the ALL Family of Companies, provided two all-terrain cranes to its customer, Lane Construction, to set bridge beams in a five-hour window provided to complete all picks and reopen the highway for Disney World traffic. Each beam weighed in at 80,000 pounds and measured 86 feet across. The two ATs, a 240-ton Liebherr LTM 1200-5.1 and 275-ton Liebherr LTM 1230-5.1 dual picked each beam.

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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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Operational excellence begins at home.



The Pennsylvania branch is celebrating its 28th year in 2026. I've been here for 25 of them, starting as a dispatch assistant. I've been general manager for the last five years.

Over that time, I've seen significant changes in our region and the evolution of our branch's team. What has remained consistent is the ALL Family's commitment to serving as a stable, reliable resource for both customers and employees.

A strong blue-collar mindset defines our culture in Pennsylvania, and it's one shared across the ALL Family of Companies. There's a consistency of mission and commitment that all of our customers come to expect and rely on.

Team members support one another, go the extra mile for customers, and operate with a firm belief that their word is their bond. Clear communication is central to maintaining a cohesive and effective team. We share information openly, and everyone's opinion is valued. We prioritize ongoing training, ensuring continuous improvement and equipping the team to handle complex challenges with confidence.

Like the whole of the ALL Family, our branch builds for the future with veterans leading the way. Their leadership sets an example for the next generation of talent. Long-standing client relationships are the cornerstone of our operations. These grow into trusted partnerships as customers count on us to deliver the solutions their projects need.

Our service is a defining strength. Pennsylvania has a team of 15 mechanics, who even manufacturers turn to for advice, and 19 dedicated truck drivers who keep daily operations running smoothly and efficiently.

People always come first, even when an impressive range of equipment options might sometimes steal the spotlight. All the crawlers, all-terrain cranes, rough-terrain cranes, and more still need experienced people to operate and service them, and get them where they need to go. We use this diverse equipment to support a similarly diverse array of projects including bridge work, compressor stations, wind farms, refineries, precast wall installations, steel mills, and HVAC applications.

None of it would be possible without strong collaboration with corporate leadership and other branch locations. This network of support is reciprocal in nature and furthers our collective capabilities. It's another reflection of the shared commitment to operational excellence across the ALL Family.

A stylized, handwritten signature of Jason Wellington in black ink.

Jason Wellington
General Manager
ALL Crane Rental of Pennsylvania

Say it in six
ALL DEALS THE STEEL
IN MOBILE.

Two 275-ton Manitowoc 999 crawler cranes were supplied to Garrison Steel by ALL Crane Rental of Georgia to anchor the construction of Mobile, Alabama's new 10,000-seat arena. (Read more about crawler cranes on page 18.)



SHOP **ROUGH-TERRAIN CRANES** *from 15-130 USt*

Grove GRT8100 - S/N 235826, 2017, 100 USt, Cummins QSB6.7 Tier 4F, 9,031 Hours, 154' Main Boom, 33'-56' Bifold Jib Manual Offset, Value Package, Aux. Hoist, Aux. Light & Conv. Package, Outrigger Monitoring System, Heavy Counterweight, Package, 360° Swing Lock, Aluminum Decking, Back-up Alarm, Block and Ball. Located in Raleigh, NC. Unit #DL1201mlw **\$553,000**



Link-Belt RTC8065 SII - S/NJ9K3-3700, 2013, 65 USt, Cummins QSB6.7, 8,834 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 Columbus, OH. Unit #10791 **\$259,000**



Terex RT230-2 - S/N 161623, 2014, 30 USt, Cummins QSB4.5L, 6,178 Hours, 94' Main Boom, 26'-43' Jib, One Hoist, 20.5 X 25 - 24 Ply Tires, Single Lever Dual Axis, A/C and LP Heater, Block and Ball. Located in Indianapolis, IN. Unit #10912 **\$127,000**



Grove RT890e - S/N 234581, 2014, 90 USt, Cummins QSB 6.7L Tier 4, 11,572 Hours, 142' Main Boom, 33'-56' Jib, Aux. Hoist, A/C, Value Package, Convenience Package, Outrigger Position Monitoring, Aux. Lighting, Pat Event Recorder, Block and Ball. Located in Elk Mound, WI. Unit #10896 **\$345,000**



Broderickson RT-300 - S/N 51640300, 2014, 15 USt, Cummins QSB4.5 T4i, 3,671 Hours, 60' Main Boom, 20' Jib, Engine Side Covers, 17.5 x 25 Tires, 20 ply, 4 Wheel Steer, 4WD, Pintle Hook in Front and Rear, Wind Wiper- Top, A/C, Lighting Kit, RCL - Greer, Drum Hoist Rotation Indicators, Block and Ball. Located in Baton Rouge, LA. Unit #11006 **\$139,000**



Link-Belt RTC-8080 - S/N S4K3-3432, 2013, 80 USt, Cummins QSB6.7, 15,941 Hours, 127' Main Boom, 10'-38'-64' Offset Jib, Aux. Hoist, 19,200lbs. Counterweight, RCL Bar Graph, A/C, Joystick Controls, Block and Ball. Located in Elk Mound, WI. Unit #10742 **\$287,000**



Grove RT9130E - S/N 234194, 2013, 130 USt, Cummins QSB8.9L Tier 4, 16,329 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 Tampa, FL. Unit #1083 **\$487,000**



Grove RT650E - S/N 234096, 2013, 50 USt, Cummins QSB6.7, 10,176 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 Indianapolis, IN. Unit #10802 **\$220,000**

SHOP TRUCK CRANES from 40-100 USt



Grove TMS500-2 - S/N 236600, 2019, 40 USt, Cummins ISL9 Tier 4F, 6,441 Hours, 42,417 Miles, Eaton Transmission, 102' Main Boom, 26'-45' Tele Jib, Engine Block Heater, Aux. Lighting Package, Heavy Counterweight, Three outrigger settings (0%, 50%, and 100%), Positive Swing Lock, Aluminum Decking, Aluminum Wheels, Storage Boxes, Battery Disconnect, Block and Ball. Located in Milwaukee, WI. Unit #11498 **\$419,000**



Link-Belt HTC-86100 - S/N N3K3-3773, 2013, 100 USt, Cummins ISX12/11.9 Tier 4i, 12,318 Hours, 117,905 Miles, Rebuilt Transmission, 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 Kaukauna, WI. Unit #DL1178mlw **\$455,000**



Grove TMS800e - S/N 236043, 2018, 80 USt, Cummins ISX12 Tier 4F, 12,453 Hours, 65,403 Miles, 128' Main Boom, 33'-56' Bifold Jib, Aux. Hoist, Trailing Boom Package, Auxiliary Lighting & Convenience Pkg, "Winterfront" Radiator Cover, PAT Event Recorder, Outrigger Position Monitoring System, XL Counterweight Package, Block and Ball. Located in Knoxville, TN. Unit #11280 **\$631,000**

Link-Belt HTC8660 II - S/N L8K4-3671, 2014, 60 USt, Cummins ISL9 Tier 4i 10,830 Hours, 93,372 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 **\$323,000**





Link-Belt HTC8650 II - S/N L8K3-3589, 2013, 50 USt, Cummins ISL9 Tier 4i, 10,277 Hours, 82,402 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 **\$273,000**



Link-Belt HTC8690 - S/N N3K4-4047, 2014, 90 USt, Cummins ISX11.9 Tier 4i, 12,073 Hours, 76,484 Miles, 140' Main Boom, 35'-58' Offset Jib, Auxiliary Hoist, Trailer Air & Electric, 39,500# Counterweight, 2 Speed Winches, RCL Light Bar, A/C, Boom Float Kit, Block and Ball, 2-Axle Boom Dolly. Located in Elk Mound, WI. Unit #10908. **\$467,000**



Link Belt HTC8675 II - S/N P9K3-3594, 2013, 75 USt, Cummins ISX11.9 Tier 4i, 10,786 Hours, 62,938 Miles, 127' Main Boom, 38'-64' Bifold Jib, Aux. Hoist, A/C in Upper and Lower Cabs, Daytime Running Lights, Amber Strobe Light, Boom Flood Lights, RCL Bar, Trailer Air and Electric, Boom Float Kit, Block and Ball. Located in Wilmington, NC. Unit #10797 **\$365,000**

SHOP TOWER CRANES



1. Potain T70: S/N 614571 (2019) 4.4 USt, 131' Jib with up to 30 deg. offset, 3 lattice mast inserts allowing hook heights up to 115' (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 #11494* **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. Potain T85A: S/N 605472 (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 Milwaukee, WI. Unit #DL1191MLW* **POR**

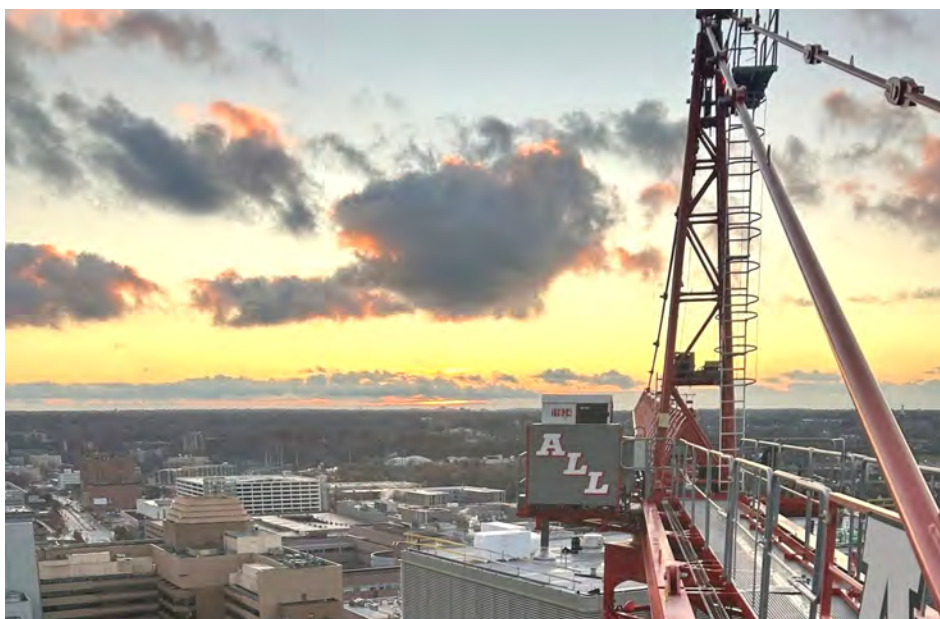
4. Terex/Peiner SK415 26113 (2005) 22-USt, 246' jib, (11) TS212 masts, (1) TSK212 mast, WB 66-100/4F (standard) hoist winch, 2 part trolley, maintenance davit, full set steel-encased concrete counterweights, power cord, A/C, (1) set of manuals. *Located in Madison, WI. Unit #9202* **POR**

5. 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 Cleveland, OH. Unit #8841* **POR**

6. Potain MD485B: S/N 404736 (2007) 22-USt Hammerhead Tower Crane, 262' jib, (12) KRMT839A masts, standard 166 LBR50 hoist winch, 2/4 part (1C/2C) trolleys & blocks, full set steel-encased concrete counterweights, 200'+ power cord, A/C, (1) set of manuals. *Located in Knoxville, TN. Unit #9819* **POR**

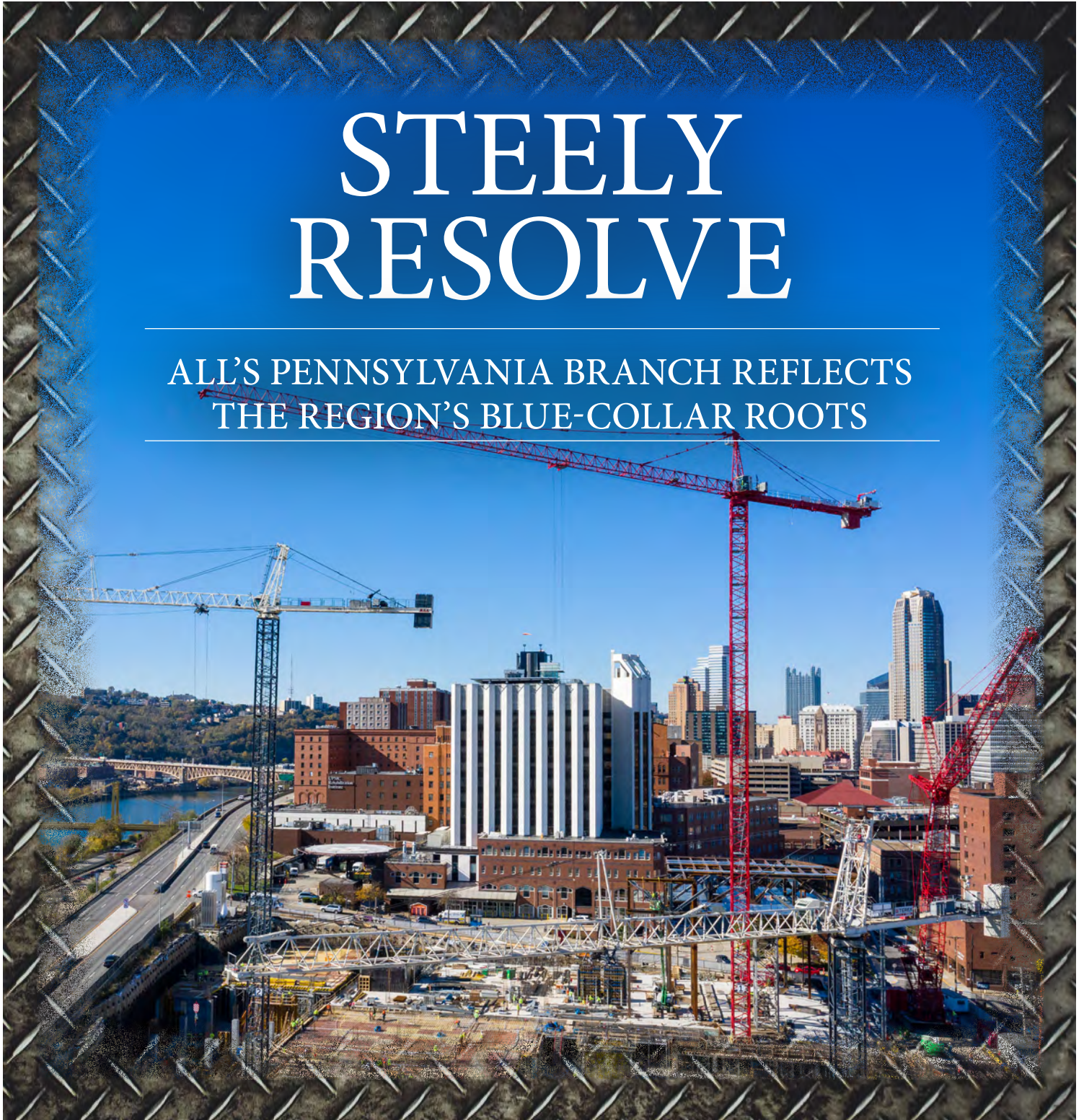
7. Potain Model MR 415: S/N 404772 (2007) Luffing boom tower crane, 26.4-USt, 197' Jib, 215LBR hoist winch, 150VBR luffing winch, 1/2 part block, full ballast, 200'+ power cord, (1) set of manuals. *Located in Cleveland, OH. Unit #9846* **POR** (available as upper only or with sufficient mast for full freestanding hook height & optional base anchors.)

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, 200'+ power cord, (1) set of manuals. *Located in Cleveland, OH. Unit #9813* **POR** (available as upper only or with sufficient mast for full freestanding hook height & optional base anchors.)



STEELY RESOLVE

ALL'S PENNSYLVANIA BRANCH REFLECTS
THE REGION'S BLUE-COLLAR ROOTS



ALL Crane Rental of Pennsylvania opened its doors in 1998 and moved into the current facility in West Elizabeth, south of Pittsburgh, in 2008. This location includes 15,000 square feet of shop space. As the leading equipment provider in Pennsylvania, the branch also offers cranes, forklifts and manlifts to New York, Maryland, Delaware, parts of Virginia, and the northern panhandle of West Virginia.



Pittsburgh is still known as the Steel City, even though steelmaking hasn't been king in the region since the end of the last century. These days, the steel describes the fortitude of the people who live and work there, and their drive and commitment to survive and thrive. Their steely resolve is why Pittsburgh was able to remake itself into a hub for healthcare, education, and technology. Just like the three rivers that converge in its downtown, Pittsburgh drew from all that was available to it and carved out a new identity.

Just as Pittsburgh has diversified its economic base, ALL Crane Rental of Pennsylvania, a member of the ALL Family of Companies located just a few miles from downtown, stands strong by serving a diverse range of customers.

Adapting for the future

"There was a time when a crane rental company in the Pittsburgh area could survive just by assisting with the constant maintenance at the steel mills, power plants, and coal mines," said general manager Jason Wellington. "That's no longer the case. We've pivoted to road and bridge work, precast, new commercial construction, HVAC, data centers coming to the area ... you name it. We serve a wide



customer base which keeps our cranes on rent and our business growing."

The Pennsylvania branch got to show off its logistical acumen—and fleet breadth—during the multi-year construction of a petrochemical complex in Monaca, PA. Over the course of more than five years, the branch supported the project, led by its customer, Bechtel Engineering for Shell Corp., by supplying cranes on an enormous scale. At its peak, 84 cranes were operating on the site simultaneously.

Coordinating delivery, teardown, relocation, and reassembly while maintaining service to other customers required detailed planning and constant communication. It was a defining project not only for the branch, but for the people involved. Projects like these are a testament to both the capability and the culture of the team.

Open lines of communication

Wellington believes the key to growing the business is forging relationships with customers. "We're fortunate that the ALL name carries with it a reputation for quality, consistency, and a commitment to going above and beyond to get the job done. That all aligns perfectly with the blue-

continued on page 12



The Smithfield Street Bridge, built in 1883, is the oldest bridge in Pittsburgh and the oldest lenticular truss through bridge in the United States.

“
People can see right
through you if all they
are is a number to you.
We take a genuine
interest in our
customers as people.”

— Jason Wellington, general manager for
ALL Crane Rental of Pennsylvania

collar work ethic of this branch,” said Wellington. “We’re also in a world where those things are considered necessities and you have to have something extra to stand out. That’s where relationship-building comes in.”

Wellington stresses transparency and honesty in communicating with customers. “People can see right through you if all they are is a number to you. We take a genuine interest in our customers as people. Of course we’re always going to give them our best, just like ALL is known for, but we’re also going to treat them like part of our extended family. Get to really know them beyond the projects.”

Strength in numbers

That mindset extends internally as well. The Pittsburgh branch employs approximately 75 core people (a number that can climb to more than 100 during peak construction season), which includes a large service and maintenance team of 15 people and even more truck drivers, currently totaling 19. Mechanics, drivers, dispatchers, and operators work in close coordination, supported by daily communication and early morning check-ins to review overnight developments and plan the day ahead.

“We believe that having the best-maintained fleet is one of the reasons our customers come to us, so we invest in that,” said Wellington. He notes that Pennsylvania’s maintenance techs will sometimes travel to other branches to assist with service. “Our service manager John Robison is rightly proud of his team, many of whom have been with us for years. He does a fantastic job making sure our team is well-trained and at the ready.”

Two senior dispatchers, Floyd Ritenour and Billy Rieger, control truck routing and make sure equipment and



Floyd Ritenour (left) and Billy Rieger (right), senior dispatchers



Pennsylvania is home to some of the country’s most recognizable historic symbols, including the Liberty Bell and Independence Hall. The Liberty Bell was originally known as the State House bell and hung in what is now Independence Hall.

operators get where they need to go. “Large crawlers can take 40 loads to deliver to a job site and our customers don’t want unnecessary delays,” said Wellington. “ATs require counterweight, and it takes more trucks to build and tear down those. It takes a lot of planning and resources to coordinate these deliveries, and Floyd and Billy keep things running smoothly.”

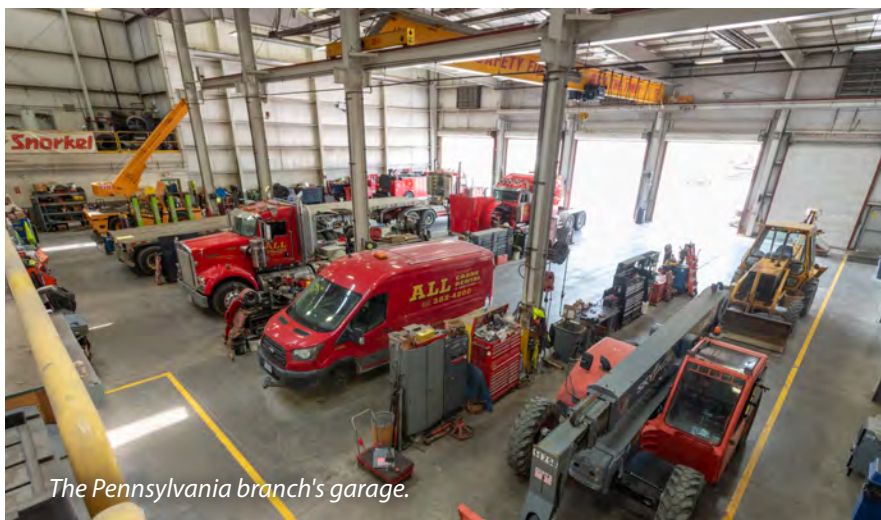
Long tenure

That culture has been shaped in part by Wellington’s own journey through the company. Like many members of the ALL team, Wellington worked his way up through the ranks before assuming the role of GM five years ago. Now celebrating more than a quarter-century with the ALL Family, he started as an assistant in dispatch, has worked in billing, risk management, and customer relations, spent 15 years in safety, worked on best practices at corporate HQ in Cleveland, and was operations manager under former GM Bob Kelly.

“I learned a lot from Bob,” said Wellington. “He was the kind of general manager who created opportunity for his people and let you take on as much responsibility as you proved you could handle. He reminded me of the football and track coaches I had in high school athletics.” When Kelly retired, Wellington stepped in to the GM role.

In many ways, ALL Crane Rental of Pennsylvania mirrors the city it calls home: adaptable, hardworking, and rooted in strong relationships. As Pittsburgh continues to evolve, the branch is doing the same—staying ready for whatever comes next while holding onto the values that have carried it this far.

ALL



Pennsylvania has given us plenty to crave, including Philly Cheesesteaks, soft pretzels, Hershey chocolate, Tastykakes, pierogies and Pennsylvania Dutch favorites like shoofly pie.

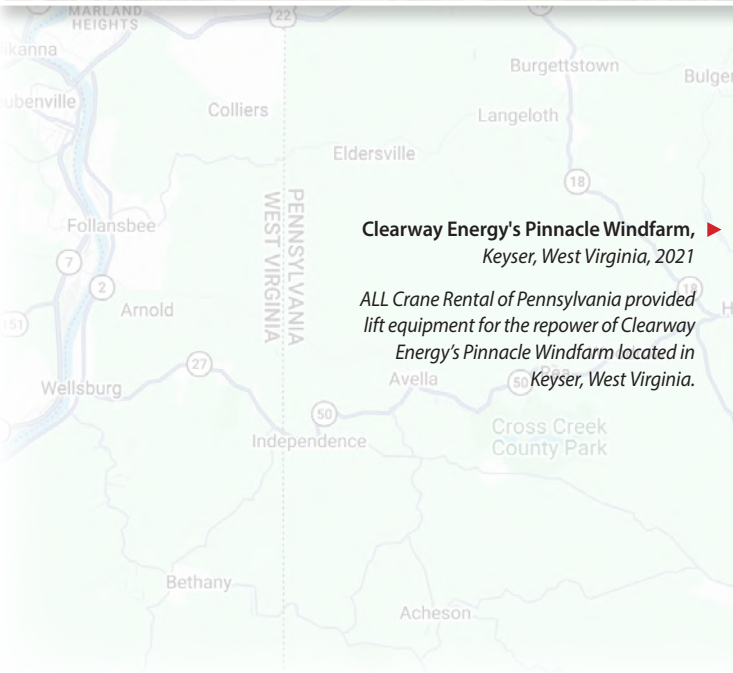
The Pennsylvania branch legacy

A collection of some landmark lifts made possible by ALL's Pennsylvania branch.



◀ **Wildwood Bridge,**
Hampton Township, Pennsylvania, 2023

It took a special crane to handle the project to replace the isolated Wildwood Bridge located in Hampton Township, Pennsylvania. ALL Crane Rental of Pennsylvania had just the tool for the job: a 330-ton capacity Manitowoc MLC300 crawler crane equipped with VPC-MAX.



Clearway Energy's Pinnacle Windfarm, ▶
Keyser, West Virginia, 2021

ALL Crane Rental of Pennsylvania provided lift equipment for the repower of Clearway Energy's Pinnacle Windfarm located in Keyser, West Virginia.



"I'm Batman." One of Pittsburgh's most famous sons is actor Michael Keaton.



◀ Pedestrian Bridge, Buffalo, New York, 2024

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



Quecreek Mine Rescue, ▶ Somerset County, Pennsylvania, 2002

An American flag hangs from the Link-Belt RTC-8040 used to pull off a daring mining rescue. Nine coal miners were trapped 250 feet underground for 77 hours after their mine flooded with water, blocking their exit. The crane from ALL Crane Rental of Pennsylvania was used to lower the rescue capsule into the ground and retrieve the trapped miners one at a time.



Want to eat like a Pittsburgher? The city's most famous sandwich comes from Primanti Bros. and has fries and coleslaw added right in.

SHOP **ALL-TERRAIN CRANES** *from 50-900 USt*

Liebherr LTM 1300 6.2 - S/N 071694, 2016, 360 USt, Liebherr Diesels, 7,465 Upper Hours, 2,843 Lower Hours, 45,331 Miles, ZF TC-Tronic Transmission, 256' Main Boom, 41'-69' Swingaway Jib, (2) 23' Inserts, 230' Luffing Jib, 211,200 lbs. of Counterweight, Aux. Hoist, 525/80 R25 Tires, Removable Outrigger Beams, Rooster sheave, Foldable to the Side, Preheat for Carrier, Removable telescopic boom WITHOUT luffing cylinder disassembly, Floodlights, A/C, Block and Ball, 3 Axle Boom Dolly. Located in Atlanta, GA. Unit #11208 **\$1,847,000**



Liebherr LTM 1100 5.2 - S/N 092694, 2013, 120 USt, Liebherr Diesels, 10,128 Upper Hours, 4,217 Lower Hours, 47,947 Miles, 171' Main Boom, 35.4'-62' Hyd. Bifold Jib, (2) 26' Jib Inserts, Rooster Sheave, Second Boom Head Top Sheave, 20.5R25 Tires, Supporting Base Detection, A/C, 77,200 lbs. Counterweight, Working Floodlights, Wind Speed Indicator, Block and Ball, 2 Axle Boom Dolly. Located in Knoxville, TN. Unit #10717 **\$697,000**



Liebherr LTM1500 8.1 - S/N 095255, 2012, 600 USt, Liebherr Tier 3, 9,411 Upper Hours, 3,202 Lower Hours, 49,496 KM, 276' Main Boom, 298' Luffing Jib, Y-Guy, 2 Winches, 20.5 R25 Tires, A/C, 8 Counterweight slabs each with 16,500, Removable Telescopic Boom, Additional Fuel Tank, Telma Brake, Working Lights, Liccon, Special Design and Assembly for Nelson Boom Launching Lugs, Blocks and Ball. Located in Hammond, IN. Unit #10518 **\$1,783,000**



Liebherr LTM1060 3.1 - S/N 058142, 2016, 50 USt, 6 x 4 Drive, Liebherr Diesel, 8,991 Upper Hours, 4,317 Lower Hours, 67,030 Miles, 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, Wind Speed Indicator, Block and Ball. Located in Chicago, IL. Unit #11194 **\$619,000**



Grove GMK7550 - S/N 7450-8202, 2016, 550 USt, Rebuilt Mercedes Diesels Tier 3, 1,913 Upper Hours, 1,221 Lower Hours, 66,455 Miles, Allison Transmission, Mega Wing Lift, 197' Main Boom, 259' Luffing Jib, Heavy Duty Jib, Rigging Winch, A/C, Trailing Boom Float Kit, Boom Removal System, 20.5 R25 Tires, Outrigger Length Control, **Fire Suppression System**, Blocks and Ball. Located in Indianapolis, IN. Unit #11169 **\$2,435,000**



Liebherr LTM1250 6.1 - S/N 070980, 2013, 300 USt, Liebherr Diesels, 9,090 Upper Hours, 5,558 Lower Hours, 84,407 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, A/C, Blocks and Ball. 3 Axle Boom Dolly. Located in Pittsburgh, PA. Unit #10668 **\$1,387,000**



Liebherr LTM 1160-5.1 - S/N 067563, 2013, 190 USt, Liebherr Diesels 8,862 Upper Hours, 2,389 Lower Hours, 45,279 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 R25 Tires, Supporting Base Detection, A/C in Upper and Lower Cabs, 102,300 lbs. Total of Counterweight, 2 Axle Boom Dolly, Block and Ball. Located in Atlanta, GA. Unit #10687 **\$965,000**



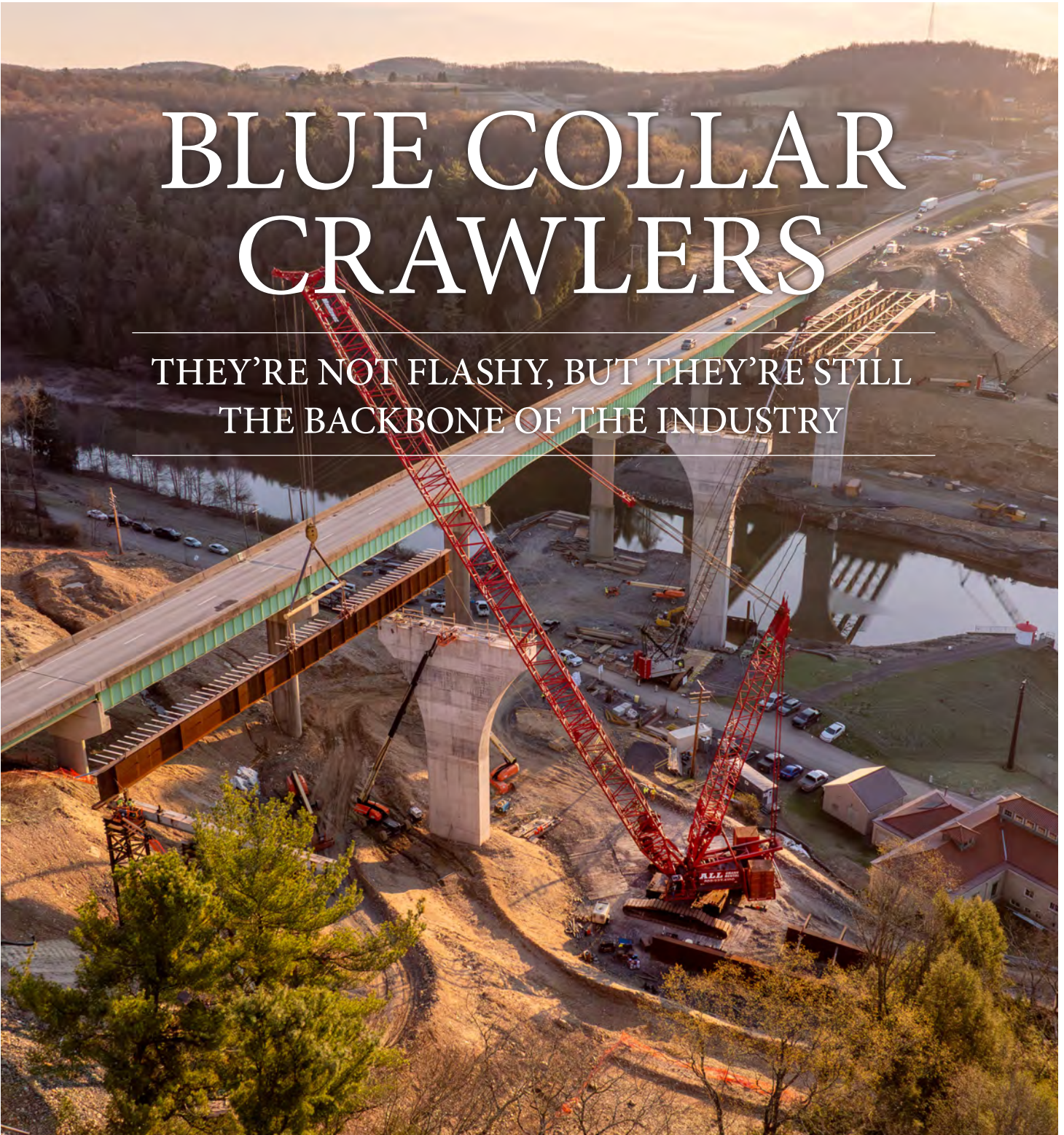
Liebherr LTC1045-3.1 - S/N 056491, 2013, 50 USt, Rebuilt Mercedes Diesel 8,554 Upper Hours, 6,310 Lower Hours, 80,995 Miles, 118' Main Boom, 25'-43' Double Lattice Swing-away Jib, 445/95 R25, Aux. Hoist, 14,300lbs of Counterweight, Height Adjustable Crane Cab, Block and Ball. Located in Cleveland, OH. Unit #10632 **\$297,000**



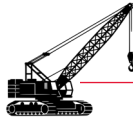
Liebherr LTM 1750-9.1 - S/N 096248, 2019, 900 USt, Liebherr Diesels, 3,311 Upper Hours, 1,541 Lower Hours, 17,725 Miles, 171' Main Boom, 299' Luffing Jib, Y-type Guyed, Blocks and Ball. Located in Fort Wayne, IN. Unit #11504 **Call for price**

BLUE COLLAR CRAWLERS

THEY'RE NOT FLASHY, BUT THEY'RE STILL THE BACKBONE OF THE INDUSTRY



The first crawler crane was designed and manufactured in 1911 by the Bucyrus Company. Known as the Type 14, this machine was gasoline-powered and merged the heavy-lifting capabilities of a standard crane with the adaptable caterpillar tracks used in agricultural and military vehicles.



Crawler cranes are the backbone of any crane rental operation like the ALL Family. They've been around in some form since the 19th Century and continue to prove their mettle on job sites where heavy material needs to be lifted, held aloft, and even carried over terrain.

They remain so important to successful operations that ALL has maintained a dedicated crawler crane division for many years. ALL stalwart Chad Rados, the current director of crawler crane operations, says these mighty cranes are always in high demand. “When someone rents a crawler, it’s going to be on a job site for months, perhaps even a year or more,” said Rados.

In recent years, the stunning leaps in capacity for all-terrain cranes have stolen a lot of the crane world’s spotlight, but much like their name suggests, crawlers have been steady and consistent. They’re also a significant investment for customers, explaining why they are often chosen for long-term projects. It can take upward of 40 truckloads to deliver all their components to a site, then multiple days for assembly. ATs are roadworthy, with street-legal axles and tires, require less than half as many truckloads to carry counterweights, and can set up in less than a half-day.

But once crawlers are assembled, they can walk on their tracks to other locations on a job site, lift major weight with their lattice booms, and hold loads for extended periods of time if needed. That combination of strength and staying power makes crawlers indispensable for major

infrastructure work, energy projects, and large-scale construction.

Centralized management

Behind the scenes, managing crawler cranes across ALL’s nationwide footprint melds the art and science of schedule coordination, forecasting, and real-time decision-making. Projects requiring higher-capacity crawlers are managed centrally out of ALL’s Cleveland headquarters (a strategy also being piloted for the largest all-terrain units in the fleet).

A centralized approach is key to orderly deployment. “If all the branches were trying to fulfill large crawler requests independently, we couldn’t manage it nearly as efficiently,” said Rados. The branches are still vital to the process, though. Rados receives continuous input from sales teams, general

managers, and project managers across the national footprint, giving him a real-time snapshot of demand.

“Our weekly operations meetings are crucial,” said Rados. These sessions enable ALL’s branches to respond to shifting market conditions quickly. Branches share what jobs are starting, what equipment is committed, and

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A “crawler” can mean very different things depending on the context: NASA rocket crawlers, construction crawler cranes, tracked vehicles, web crawlers that scan the internet, or even crawling insects and caterpillars.

what's on the horizon. "Things happen much too quickly for quarterly meetings to be effective," said Rados. "I get real-time information and make decisions about what to send where. First purchase order gets the job—but we're always balancing that with what's coming next."

Keep on trucking

Once a crawler is assigned to a job, another complex process begins: getting it there. Here is where ALL having its own trucking division (famously known as "the nation's fifth-largest trucking company ... if it were a trucking company") sets it apart. With local trucking fleets as well as major logistics hubs in Cleveland, Nitro, W. VA, and Wisconsin,

ALL coordinates hundreds of components and untold dozens of truckloads for a single crane move.

Rados works closely with ALL's trucking division to map out each shipment down to specific configuration and parts. Hubs coordinate to avoid inefficiencies such as trucks crossing paths unnecessarily.

On especially large moves, national trucking resources are supplemented by local branch support. "We're not going to ask a branch to handle 20-plus loads," said Rados. "But they might take a few to help the process along."

To further streamline logistics, ALL has implemented a parts tracking system. Thousands of crane components are in the process of being tagged with small sensors, giving teams quick access to locations of parts and more easily steer them to the appropriate branch.

Reading the utilization rates

Crawler cranes may not generate the same buzz as ATs, but their utilization rates tell a powerful story. Because crawlers are typically tied to long-term projects, shifts in demand become clear very quickly.

At the start of this year, for example, ALL's 200-ton class crawlers were immediately booked into long-term work. "That tells us right away those machines are hot," said Rados. "It's a signal we may need to invest more in that class."

Meanwhile, demand for the 330-ton class has been especially strong, driven largely by data center construction and bridge work, two sectors that continue to expand nationwide. Taking note of these patterns can drive deployment decisions as well as contribute to long-term purchasing strategy.

"It's all about gathering data," said Rados. "That's what allows us to sit down and talk about what we need for the rest of the year and beyond."

One of the biggest challenges facing the crawler market today is manufacturer inventory. Demand is high, and getting a crane off the production lines is much more time-consuming than an automaker pumping out SUVs.

ALL takes a proactive approach, working closely with

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Manitowoc was founded in 1902 in Manitowoc, Wisconsin. The world's leading manufacturer of crawler cranes, they also produce Grove mobile hydraulic lifting equipment, Potain tower cranes and National Crane boom trucks.



The highest-capacity crawler crane in ALL's fleet is the Liebherr LR 11000 and its scale-busting 1200 tons.



Manitowoc MLC300

Already known for its VPC technology that delivers unprecedented lifting performance, the MLC300 incorporates a wide array of boom/jib configurations.



Manitowoc 14000 series 3

ALL Crane worked with Manitowoc on upgrades to the 220-ton capacity 14000 series 3. The adjustments improved the cab and added counterweights to increase its load chart when the boom is extended. The new 14000 fills a capacity niche that will be highly useful for setting girders in bridge work.

Continued from page 20

manufacturers to anticipate market needs. Strong relationships with crane makers allow Rados to understand what models will be available—and when—and factor potential purchases into current job planning.

“Because of the communication we have with manufacturers, we’re able to plan months ahead with a clear understanding of what new cranes are coming, where they’ll be needed, and when they’ll be available,” he said.

This forward-looking strategy extends into the annual planning cycle. By mid-summer, manufacturers begin asking about demand projections. By late fall, ALL is typically finalizing its “wish list” for the coming year, balancing utilization trends, fleet age, and upcoming project needs.

Major industry events like CONEXPO-CON/AGG also play a role, giving the team a chance to evaluate new models and technologies up close.

Buying and selling

Fleet strategy isn’t just about buying new cranes. It’s also about deciding what to keep, rebuild, or sell. These decisions are influenced by multiple factors: machine age, resale opportunities, and evolving customer requirements. For instance, recent sales of several large crawlers prompted a reassessment of replacement needs, ensuring the fleet remains modern and competitive. ALL’s facility in Nitro, West Virginia, plays a key role here, taking cranes offline for partial rebuilds that can include track replacements, structural updates, and fresh paint.

Crawler cranes remain the quiet workhorses of the industry, delivering continuous performance through long-term



projects and anchoring some of the most demanding jobs in construction.

Through a combination of real-time data, nationwide coordination, and long-standing industry relationships, ALL ensures that these complex machines are not only utilized efficiently, but positioned exactly where they’re needed most. It’s a strategy built on experience, communication, and a deep understanding of the signals that drive the crawler crane market.

“I couldn’t imagine having a fleet without crawlers,” Rados said. **ALL**



Link-Belt’s history traces back to the 1800s. By 1922, it had introduced a full line of crawler-mounted crane-shovels.

**Link-Belt TCC-1200**

Since entering the market, the TCC line of telehandlers has steadily grown, with increased capacities that maintain ease of off-road maneuvering. Link-Belts are a staple of ALL's daily taxi fleet, providing fast setup and a high degree of mobility for customers across a variety of diverse industries.

**Liebherr LR 11000**

In 2022, ALL added the highly anticipated Liebherr LR 11000 lattice boom crawler crane, which became the largest crane in the ALL fleet.



Because of the communication we have with manufacturers, we're able to plan months ahead with a clear understanding of what new cranes are coming, where they'll be needed, and when they'll be available.

– Chad Rados, director of crawler crane operations



"Learning to Crawl," released in 1984, is the third album from the Pretenders. Frontwoman Chrissie Hynde hails from Akron, a city roughly 30 miles south of ALL's Cleveland headquarters.

SHOP INDUSTRIAL CRANES *from 9-25 USt*

Broderick IC-200-3H – S/N 264570200, 2014, 15 USt, Cummins QSB3.3, 2,791 Hours, 50' Main Boom, 16' Jib, 2 Wheel Drive and 4 Wheel Steer, Catalytic Converter, Engine Heater, Headlight and Taillight Grilles, Strobe Light, All Weather Cab, A/C, RCL Greer, Block and Ball. *Located in Lima, OH.* Unit #10977 **\$125,000**



Shuttlelift 5540F – S/N 321895, 2012, 15 USt, Cummins QSB3.3, 4,487 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, Block and Ball. *Located in Nitro, WV.* Unit #10556 **\$83,500**



Shuttlelift 7725 – S/N 321884, 2012, 25 USt, Cummins QSB4.5, 7,680 Hours, 71' Main Boom, 17' Jib, 4x4, Catalytic Converter, Aux. Lighting Package, Enclosed Cab Package, Outrigger Monitoring System, LMI, Block and Ball. *Located in Pittsburgh, PA.* Unit #10555 **\$177,000**



Broderick IC-250-3E - S/N 77438250, 2023, 18 USt, GM5.7L V8 EPA Tier II LPG Fuel Only, 489 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 Pittsburgh, PA.* Unit #11821 **\$317,000**



Broderick IC-80-3J - S/N 67132380, 2013, 9 USt, Rebuilt Cummins B3.3 L, 211 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 Toledo, OH.* Unit #10884 **\$89,500**



Shuttlelift CD5520 - S/N 420003, 2013, 20 USt, Cummins Q5B3.3, 6,089 Hours, 54' Main Boom, 15' Offsettable Jib, Catalytic Converter, Engine Block Heater, Outrigger Position Monitor, Aux. Light Package, Non Skid Deck, Front and Rear Tie Down Lugs. *Located in Tampa, FL.* Unit #DL1177mlw **\$145,000**

CASE STUDY

7 UP

WE BROUGHT SEVEN LIEBHERR ATS TO ORLANDO
TO LIFT A MILLION-POUND AIRPLANE HANGAR TRUSS



In 2025, at Liebherr's annual Customer Days in Ehingen, Germany, the company staged one of the most jaw-dropping engineering demonstrations ever: The "Crane Chain." Their mighty LR 13000 crawler crane — the most powerful conventional crawler crane on Earth — lifted three other cranes at once. The combined suspended weight was about 1,430 tons.



This spring, seven Liebherr all-terrain cranes drawn from six ALL branches gathered on one job site in Orlando, Florida. Their task was to lift a steel truss for a new airport hangar that weighed in at more than one million pounds.



The lineup included six 550-ton Liebherr LTM 1450-8.1s and one 600-ton Liebherr LTM 1500-8.1. It's hard to say if this class reunion represented the largest assemblage of Liebherr ATs on a single job site, but it definitely ranked among the largest lifts the ALL personnel present had ever been involved with.

ALL Sunshine Crane Rental Corp. of Orlando ran point on the operation, part of a new \$315 million technical

operations and hangar complex. Two of the cranes came from ALL's Atlanta branch, with one each from branches in West Virginia, North Carolina, Tennessee, Louisiana, and Florida's other branch in Tampa.

The truss itself measured 315 feet across, stood more than 50 feet tall, and required a carefully engineered lifting solution so all seven ATs could work together as one.

Transporting the equipment was a major undertaking

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Before Orlando became famous for theme parks, it was largely known for citrus groves and cattle ranching. Walt Disney World helped transform the area into one of the world's top tourist destinations after opening in 1971.



“
*This was a
monumental lift.*
”

– T. J. Wicklander, general manager of
ALL Sunshine Crane Rental Corp.

on its own. Each crane required roughly 10 truckloads, totaling approximately 70 loads delivered over the course of more than a week before the lift.

“It took a small army to get all the cranes here,” said T.J. Wicklander, general manager of ALL Sunshine Crane Rental Corp.

Months of engineering and planning preceded the operation. ALL Family heavy lift engineer John Stolarczyk, P.E., S.E., worked closely with project teams to develop a lifting plan that balanced capacity, crane positioning, clearance requirements, wind considerations, and precise load sharing between all seven cranes.



The challenge was not simply lifting the weight — it was ensuring no single crane absorbed too

much of the load during the pick.

Operators maintained constant radio communication throughout the process, lifting incrementally and carefully monitoring their loads every step of the way. Due to the proximity of the cranes, some outriggers were nearly

touching, making coordination even more critical.

“The operators had to work in perfect unison,” said Wicklander. “With seven pick points, communication was everything.”

The complexity extended beyond the lift itself. The truss design required cranes to boom up, cable up, and execute slight swing movements to align the structure with its final support columns. The ALL team employed CAD modeling and Liebherr Crane Planner software to simulate every stage of the operation before lift day.

After more than 15 hours from first pick to final rigging release, the truss was successfully set into place.

For the crews involved, the project represented more than a major airport construction milestone. It showcased the depth of expertise, planning, equipment resources, and teamwork found throughout the ALL Family.

“You need a knowledgeable team to do something like this, and the ALL Family has a great one,” said Wicklander. “This was a monumental lift.” **ALL**

For the full behind-the-scenes story — including engineering details, transportation logistics, and how seven cranes operated in near-perfect balance — read the complete feature in American Cranes & Transport. Link below:

<https://www.cranebriefing.com/magazines/american-cranes-transport-june-2026/8124103.article>



Created in 1928, the origin of the name 7 Up is unclear. Some claim that the name comes from the seven main ingredients in the drink, while others have claimed that the number was a reference to the lithium contained in the original recipe, which has an atomic mass of approximately 7. The name may also have alluded to 7 Up being packaged in seven-ounce bottles when most other soft drinks were bottled in six-ounce bottles.

**1**

600-ton Liebherr LTM 1500-8.1

**6**

550-ton Liebherr LTM 1450-8.1 ATs

**70+**

truckloads delivered to site

**6**

ALL branches supplied cranes

ALL
Family of Companies**315 ft.**

width of truss

**\$315M**

cost of Orlando hangar complex



Front row, L-R: Dustin Lawrence, Chris Campbell, Earl Cauley, Thomas Groning, Jessie Hacker, Arthur Holt, Jimmy Guidice, Clarence Champagne.
Back row: Eli Brasdovich, Sean Garrity, Torren Baugh, Dustin Adams, Charles Doss, Morgan Whittington, Nathan Affolter.

“You need a knowledgeable team to do something like this, and the ALL Family has a great one.”

– T. J. Wicklander



A famous example of a septet is BTS, one of the most popular K-pop groups from Seoul, South Korea. As of 2023, BTS is the best-selling musical act in South Korean history according to the Circle Chart, having sold in excess of 40 million albums.

SHOP **BOOM TRUCKS** *from 23-45 USt*

1

NEW 2026 Manitex 40124SHL - 40 USt, Riding Seat Crane, 124' Main Boom, Jib Ready, Front Bumper Stabilizer for 360° Load Chart, A/C & Heat in Tilting Operators Cab. Mtd on 2027 Peterbilt 567 with Cummins X15 500HP Engine and Allison 4500 transmission, (Stock Photo). Unit #R2654



2

NEW 2026 National NBT30H-2 - 30 USt, 110' Main Boom, 25'-44' Jib, Front Bumper Stabilizer for 360° Load Chart with Out & Down Outriggers, Oil Cooler, 30" bulkhead, and Backup Camera. Mtd on a 2026 Freightliner 114SD chassis, Cummins X12 475 HP, Allison 4500 Trans, 66,000 lb GVWR, Locking Rear Axles, and Wheel Ends, Alum Wheels, and MUCH MORE. (Stock Photo). Unit #R2622



3

NEW Manitex 30112S - 30 USt, 112' Main Boom, 26'-46' Jib, Front Bumper Hyd Stabilizer for 360° Load Chart, Free Swing Option, A/C in Operator Cab, Out & Down Outriggers, and Extra Control Valve for an accessory. Mtd on a Peterbilt 567 Chassis, Cummins X15/500 HP, Allison 4500 Automatic Trans, 100 Gallon Fuel Tank, 20K FA, 46K Tandem, Air Disc Brakes, Zinc-Coated Frame Rails, and MUCH MORE. (Stock Photo). Unit #R2388



NEW 2026 National NBT45127-2 - 45 USt, 31'-55' telescoping boom extension includes 24' manual pull out section to 55', Mounted on a 2027 Peterbilt 567 5-axle chassis, 360° stable standard torsion box configuration, (5) Section, 4 plate, full power boom, Rated Capacity Limiter & Anti-two Block Systems: Graphical color RCL system with audio/visual warning system and control lever lockout. Wire Rope: 450 ft. of 5/8 in diameter 35x7 (5:1 design factor) for main hoist. Single line pull 11,280 pounds, Allison 4500 RDS-P Automatic Transmission, Aluminum Wheels, Air Ride Drivers Seat, 90 Gallon Aluminum Fuel Tank with Heater, Heated Mirrors. Unit #R2686



2023 Manitex 26101C - 26 USt, 101' Boom, Rotation Resistant Rope, Single Center Stabilizer for 360° Load Chart, Continuous Rotation, Hydraulic Oil Cooler and Extra Valve for Accessory. Mtd on a 2024 Freightliner 114SD, Cummins X12 / 455 HP, Allison Transmission, 100 Gallon Fuel Tank, and MUCH MORE. Unit #U2637



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



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 2026 National 8100D - 23 USt Mounted on a 2027 Freightliner 114SD 3 Axle Chassis, 180° stable unit with torsion box for a 22' flatbed, RSOD type stabilizers 16' span. 29.5'-100' four section, full power telescopic boom, 22' Super Duty wood floor bed. Cummins X12 455V HP, Allison 4500 RDS Automatic Transmission with PTO Provision. Unit #R2664

SHOP CRAWLER CRANES *from 80-1,200 USt*

Manitowoc 2250 - S/N 2251214, 2006, 300 USt, Cummins QSX15 Tier 3, 3,826 Hours, 200' Main Boom, 2 Drums, Series 3 Counterweights, Self-Erect, Maxer Prepped, A/C, Cold Weather Package, Swing and Travel Alarms, Block and Ball. Complete Rebuild in 2020-21. Located in Baton Rouge, LA. Unit #9553 **\$1,171,000**



Link-Belt LS138HSL - S/N P8K3-3641, 2013, Isuzu 6HK1X Tier 4, 14,351 Hours, 150' Main Boom, 3rd Drum, Free Fall, Tip Extension, Base Lifting Device, Block and Ball. Located in Tampa, FL. Unit #10831 **\$513,000**



Link-Belt LS218HSL - S/N N6K4-3887, 2014, 110 USt, Isuzu 6hk1 Tier 4i, 11,139 Hours, 160' Main Boom, 40' Fixed Jib, Free Fall, Block and Ball. Located in Orlando, FL. Unit #10921 **\$615,000**



Kobelco CK800G-2 - S/N GG07-06055, 2018, 80 USt, Hino J08E TIER 4, 7,492 Hours, 160' Main Boom, 30' Fixed Jib, 3rd Drum, Aux. Sheave, Free Fall, Block and Ball. Located in Atlanta, GA. Unit #11267 **\$607,000**



Manitowoc 16000 - S/N 16001025, 2006, 440 USt, Cummins QSX15 Tier 3, 19,844 Hours, 295' Main Boom, Upper Boom Point, Maxer Prepped, Series 3 Counterweight, Cold Weather Package, Swing and Travel Alarms, Aux. Drum Prepped, A/C, Block and Ball. New Drive Planetary - 2017, New Pumps and Motors - 2019, Rebuilt Tracks - 2020, New Paint 2024. Located in Nitro, WV. Unit #9558 **\$1,596,000**



Manitowoc 14000 - S/N 14001006, 2007, 220 USt, , Rebuilt Cummins QSL9 Tier 3, 8,627 Hours, 180' Main Boom, 30' Fixed Jib, Series 2 Counterweight, A/C, Self Erect, Auto Lube Turntable Bearing, Block and Ball. Located in Orlando, FL. Unit #9739 **\$683,000**



Liebherr LR11000 - S/N 098280, 2022, 1,200 US USt, Liebherr D9508 A7 Tier 4, 2,523 Hours, SL8F2 - 354' Main Boom + 59' Fixed Jib. Located in Chicago, IL. Unit #11742 **Call for Price**

WEIGHTY DECISIONS

MARKET TRENDS ARE CHANGING AND SO ARE CRANES.
HOW ALL STAYS AHEAD OF THE CURVE.



Cranes aren't the only things with weight classes. Boxing sanctioning bodies usually recognize 17 different weight classes, starting at straw weight (105 lbs.) all the way up to heavyweight (200+ lbs.).



We want to stay true to our core business while anticipating our customers' future needs.

The crane industry seems to be emerging from the capacity arms race that has dominated for more than a decade. While ALL Crane has never based its equipment purchasing decisions strictly on size, industry trends can't help but impact capital investment. The move away from bigger-is-better is reflected in acquisitions slated for 2026.

Josh Bacci, Ohio sales manager for ALL, says today's focus is on expanding the upper-end capabilities of existing weight classes.

"We're seeing heavy-lift equipment that fills the gaps between two weight classes or adds enough capacity to expand reach within a class," said Bacci.

One example is ALL's recent purchase of the Tadano GR-1600XL, which features a 160-ton capacity, a 200.1-foot main boom, and 59.1-foot jib.

"We're not chasing gigantic iron," said Bacci. "We're staying within the classes we know best—the machines

where we're the experts. These cranes allow us to handle more material on a jobsite while giving customers greater reach through longer booms and specialized attachments."

That emphasis on flexibility extends beyond lifting performance. Interchangeability across product lines has become increasingly important for fleet efficiency and deployment speed.

"With booms and counterweights that work across multiple models, we can ship just the crane and boom to a branch while using locally available counterweights and accessories," said Bacci. "It keeps costs down for the customer and gets cranes into service faster."

Bacci pointed to the Manitowoc MLC250 as a prime example of that strategy.

ALL also relies heavily on field intelligence from its sales team when making purchasing decisions.

"Our sales force understands market demand," said Bacci.



Josh Bacci, Ohio sales manager for ALL

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Currently serving as Ohio sales manager, Josh Bacci celebrated 20 years with the ALL Family of Companies in 2025.

“We use the data they collect to guide our investments and position our branches for success.”

Among the company’s newest additions is the Liebherr LTM 1400-6.1 mobile crane, which debuted this spring. Its chrome-inspired paint scheme quickly earned it the nickname “The Silver Bullet.” It went straight from the cargo ship to ALL Crane Rental of Alabama. “Even before it was delivered, the branch had already prepared lift plans for the first job it would be used on,” said Bacci. “It’s now part of their daily rental fleet.”

The rapid growth of data center construction is also influencing fleet strategy across the company.

“It’s staggering how much data center work has come our way,” said Bacci. “These projects are happening nationwide, and we need equipment capable not only of building the facilities, but also installing transformers, setting climate-control systems, and servicing older sites.”

As demand evolves, ALL’s strategy remains focused on balancing innovation with operational expertise.

“We want to stay true to our core business while anticipating our customers’ future needs,” said Bacci. “That’s the name of the game.” **ALL**

“We’re not chasing gigantic iron. We’re staying within the classes we know best—the machines where we’re the experts.”

—Josh Bacci, Ohio sales manager for ALL



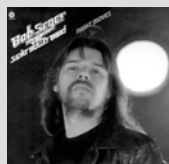
Above top: GR-1600XL. Below: Liebherr LTM 1400-6.1, a.k.a. “The Silver Bullet.”

Get your
“ALL Crane &
The Silver Bullet”
T-Shirt



“The Silver Bullet” is the nickname for ALL’s Liebherr LTM 1400-6.1, referencing its unique silver paintjob. The back of the shirt features a “concert tour” listing of every branch of the ALL Family of Companies. Link below:

<https://apparel.allcrane.com/silver-bullet>



Bob Seger formed the Silver Bullet Band in 1973 with Detroit-area musicians. He broke through nationally in 1976 with the live album Live Bullet and the studio album Night Moves.

The scene at CONEXPO-CON/AGG 2026, in Las Vegas.



CONEXPO-CON/AGG, North America's largest construction trade show, got its start as the American Road Builders Association's "Road Show" in 1909 in Columbus, Ohio.



RECENTLY ARRIVED and Coming Soon:

Liebherr All-Terrain Cranes:



Two Liebherr LTM 1400-6.1 ATs added to fleet



One LTM 1060-3.1 to Central Contractors



One LTM 1160-5.2 AT to Jeffers



One LTM 1300 to Central Rent-A-Crane



One LTM 1250 to Dawes



One LTM 1450-8.1



One LTM 1150-5.4 to Columbus

Crawler Cranes:



One Liebherr LR 1500 lattice crawler



Two Liebherr LR 1250s



Two Liebherr LR 1300s



Two Manitowoc MLC250s



Two MLC300s + luffing jib & maxxer



One MLC200



Two Link-Belt TCC-2500 hydraulic crawlers

RTs & Carry Decks:



Five 25-ton carry decks. One each to LA, TN, OH, IN, and MI.



Four 20-ton carry decks coming in Q2



ALL THE PEOPLE, Places, and Things:

Promotions:



James Webster joined ALL Crane Rental Corp. in Columbus in July 2024 as a Parts Coordinator. In August 2025, he transitioned laterally into the role of Assistant Manager before earning a promotion to Service Manager in March 2026.



Christian Day joined Dawes Rigging & Crane Rental Inc. in Milwaukee in November 2024 as a Yard Helper. In just 18 months, his strong work ethic and dedication earned him a promotion to Yard Supervisor in May 2026.



In January 2025, **Ian McCutcheon** joined Central Rent-A-Crane, Inc. as a Dispatcher. Just 15 months later his performance and commitment earned him a promotion to Senior Dispatcher in April 2026.



Stacy Kelly joined Central Rent-A-Crane in October 2019 as an Accounting Associate. Shortly thereafter, she transitioned laterally into an HR/Payroll Specialist role, where she continued to demonstrate exceptional dedication and a strong work ethic. In recognition of her contributions and leadership, Stacy was promoted to Office Manager in April 2026.



Jakob "Jake" Leazott joined Dawes Rigging & Crane Rental, Inc. in November 2024 as a Sales Representative, where he quickly demonstrated his leadership abilities and commitment to excellence. In just 18 months, Jake earned a promotion to Branch Manager of the Elk Mound, Wisconsin location—a testament to his outstanding performance and dedication.

Retirements:



Roger Berwanger first crossed paths with ALL Crane Rental Corp in July 1993. After nearly four decades, he had a tremendous role in contributing to the success of ALL. Roger, an avid sportsman, plans to spend time shooting Trap & Sporting Clays, and enjoy some well-deserved time with his wife & family—in fact you may see them rolling that RV down the highway! Roger will be missed by everyone at the Columbus Yard.



Nancy Kozlovsky joined Dawes Rigging & Crane Rental in Kaukauna, WI in February, 1988 as a Dispatcher. After 38+ years of dedicated service, her retirement marks the closing of an incredible chapter and the beginning of an exciting new one. Ryan Harrison, General Manager, had this to say: "During Nancy's 38+-year tenure with Dawes, she has been a rock in our Kaukauna aerial department and a tremendous influence on our overall aerial operation. The outstanding relationships she

built with customers were earned through her commitment, dependability, and dedication throughout the years. She will be greatly missed by both our team and our customers alike. We wish Nancy a long, happy, and well-deserved retirement". She plans to spend more time with her children and grandchildren while she figures out what comes next.



Jim Long joined ALL in early 1997, and for nearly three decades, he has given his all to the company, his coworkers, and the work he took great pride in every day. Throughout his career, Jim became a trusted resource, mentor, and valued member of the ALL family. Jim's knowledge, reliability, and commitment have left a lasting mark on ALL and the many employees he worked alongside over the years. His willingness to share his expertise

and support others made him an invaluable part of the team. We extend our sincere gratitude for his 29 years of service and wish him happiness, good health, relaxation, and many great adventures in retirement.

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



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Genie S-60 J

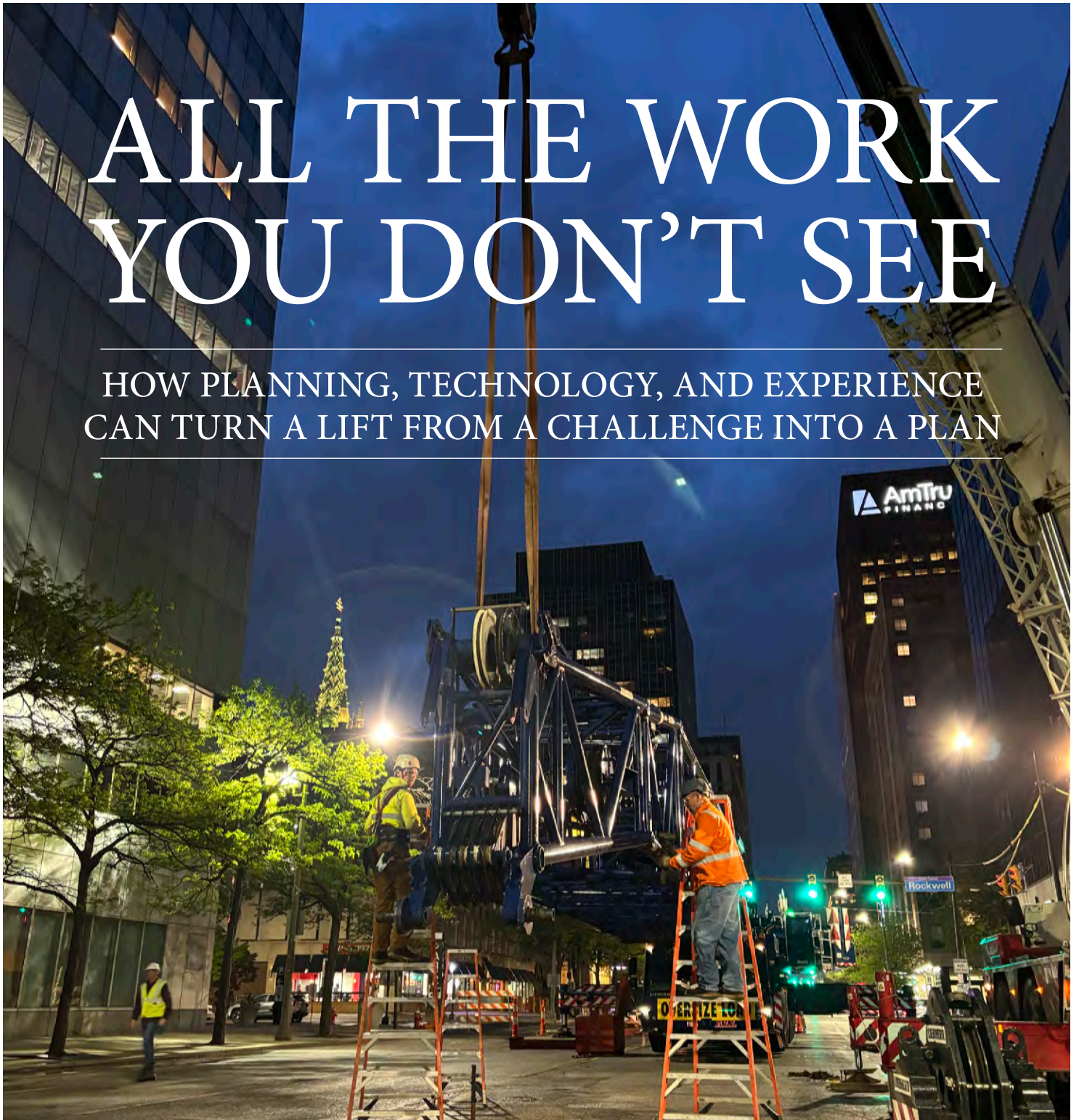
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Genie boom lifts and scissor lifts can be found on many of our jobsites across North America. We rely on their equipment on a daily basis, and are proud to be dealers for their full line of aerials. Contact your local ALL Family branch to learn more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



ALL THE WORK YOU DON'T SEE

HOW PLANNING, TECHNOLOGY, AND EXPERIENCE
CAN TURN A LIFT FROM A CHALLENGE INTO A PLAN



Modern air conditioning was not invented just to keep people comfortable. Willis Carrier's first modern electrical air-conditioning system was designed in 1902 to solve a humidity problem at a Brooklyn printing company because changing humidity made paper expand and contract, throwing off color printing.

“The lift is what everyone sees. The preparation is what makes it look easy.”

– Brian Meek, ALL Crane sales specialist and lift planner

Once you spend some time around the crane business, you might start hearing the phrase, “It’s a routine lift.”

Is there really such a thing as a “routine” crane lift, though? Maybe calling some lifts “familiar” would be more appropriate. The level of planning varies by job, but even lifts that appear similar on lift day can involve very different site conditions, schedules, access points, load requirements, and customer needs. On more complex projects, planning may begin weeks or months in advance and involve coordinated teams that can include ALL personnel working closely with customers, owners, engineers, contractors, and other jobsite stakeholders.

It is within this preliminary work – long before any crane even shows up on a job site – where ALL often delivers its greatest value for customers.

As one longtime customer, Mike Paolone, vice president of Shippers Highway Express, a turnkey rigging solution for all HVAC equipment, recently described it, “I call ALL because I know, from the minute I hang up that phone, the excellence of the crane and the crane team is off my list of things to worry about. They handle everything.”

Say a customer needs a commercial-grade HVAC unit placed on a roof. Or removed from one. Maybe the

building is downtown, the access tight, the schedule is unforgiving. The lift might look routine to anyone simply watching the action.

But they never see the hard work behind it.

And so it begins

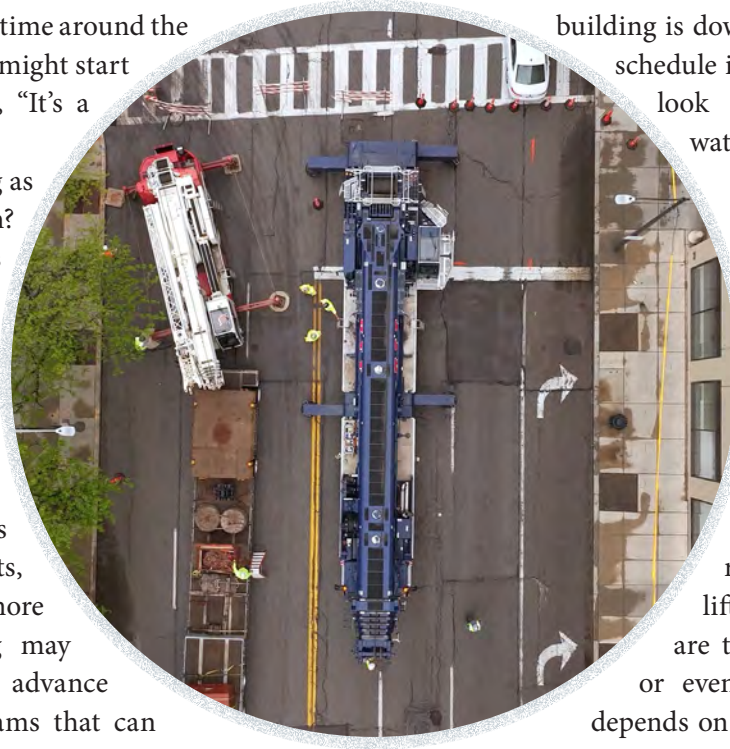
To the public, the lift may be a dramatic few minutes: a crane set up in a street, a load rising above a roofline, a crew guiding it into place. To the people responsible for making the lift happen, those few minutes are the result of weeks, months, or even years of planning. It all depends on the specifics unique to each

job. Whether the lift is considered large, small, common, or critical, the process depends on the same discipline.

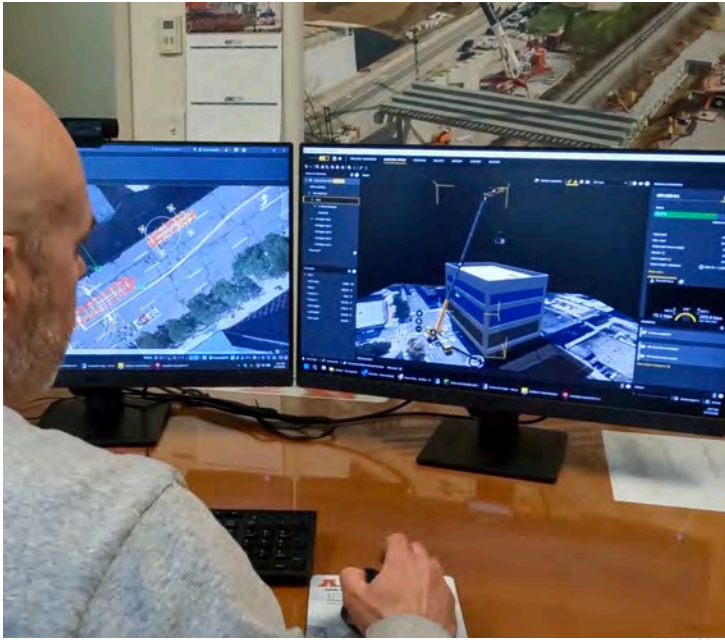
“By the time the crane has arrived on site, a lot of decisions have already been made,” said Brian Meek, project manager for ALL Erection & Crane Rental, flagship branch of the ALL Family of Companies. “Where the crane sits, how it gets there, how it is configured, what it can pick at a given radius, what the ground conditions look like, how the load will be rigged, what the weather may do — all of that has been worked out before lift day.”

A typical project might start when an owner, contractor, or mechanical engineering company needs to move something large and heavy from one place to another.

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The public first experienced “comfort cooling” at the 1904 St. Louis World’s Fair, where mechanical refrigeration was used to cool the Missouri State Building.



They call ALL.

The first step will be understanding the job. What is being lifted? What does it weigh? Where is it now? Where does it need to go? What obstructions are in the way? How much room is available for the crane, support equipment, trucks, counterweight, mats, rigging crew, and customer activity?

Those early questions will shape everything that follows.

For jobs like this one, the ALL team reviews the site, the load, the access, the working radius, and the customer's schedule. In many cases, the first version of the plan is broad: what size crane may be needed, where it could be positioned, and what the lift sequence might look like. From there, the work becomes more detailed.

Designing the lift plan

"A crane plan often begins with field measurements," said Meek. "My standard tools are two tape measurers – 35 and 100 feet – and a laser for measuring elevations. The measurements form the foundation of every plan I work on."

Beyond a site visit, a planner such as Meek may continue to study the site, review drawings, consider ground-bearing requirements, and determine matting needs, before starting

to model the lift.

"Lift planning at ALL is fueled by experience, knowledge, and creativity," said Meek. I can grab a Google Earth image of the job site and input it into 3-D Lift Plan to work with an image of the actual location. I also have Liebherr's LICCON [Liebherr Computed Control] and AutoCAD at my disposal. By inputting my field measurements into any of these programs, I can begin to develop a crane plan and fine tune it."

Choosing the crane

Equipment selection is based not simply on the weight of the load, but on the total conditions surrounding the pick. A 15,000-pound unit on the ground next to the crane is not the same lift as a 15,000-pound unit on a roof, across a street, behind a parapet, with traffic closures and adjacent buildings limiting setup.

That is where lift planning becomes both technical and practical.

Planners do more than pick a crane. A single crane can offer thousands of unique combinations. Because both mobile and crawler cranes feature modular boom, jib, and counterweight setups, understanding the specific variable components is what determines safe lifting parameters.

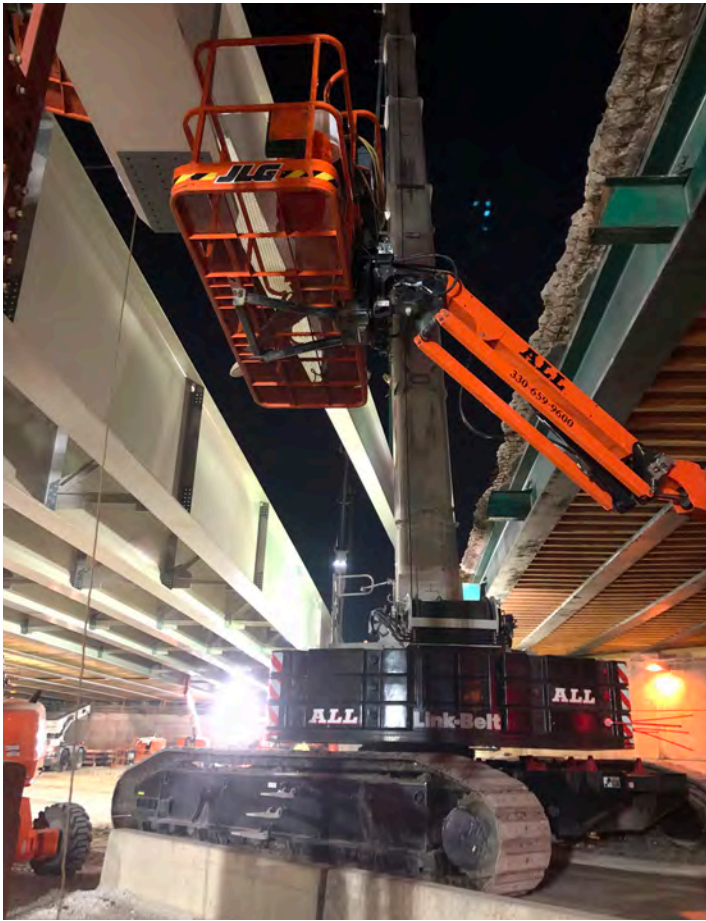
Software helps the team visualize the crane's position, boom length, radius, capacity, obstructions, and load path. The goal is not just to determine whether a lift can be made, but to understand how it should be made—in the safest, most efficient way to perform the work while accounting for the realities of the jobsite.

"At ALL, we've developed an enormous database of every crane in our fleet and every attachment," said Meek. "Booms and jibs, of course, but also hook blocks, balls, load lines, etc. This enables us to plug various cranes into the plan, add attachments, and see how the added weight impacts our overall load."

The lift plan is where the job starts to become real. It's about taking what the customer needs and translating it into the crane, the setup, the configuration, and the sequence.



The word logistics has military roots and is tied to the planning, calculation and movement needed to support armies. One source traces the term to the Greek *logistikos*, meaning "the art of practical calculation."



"A lift plan is developed to identify the crane to be used, how it will be configured, where it will be positioned, what it will lift, how the load will be rigged, and whether the crane has the required capacity at the needed radius," said Meek. "Still, every lift is different and every customer is different on what information they may need. If a customer needs more information, we can start adding in information like ground bearing pressure, necessary crane matting, elevations for FAA restrictions, and other detail."

Logistics are part of the lift

Planning does not stop with the crane chart. The team will need to figure out how to get the equipment to the job site. For longer delivery distances, ALL has trucking hubs operating out of branches in Cleveland, Milwaukee, Indianapolis, and

Nitro, W. Va. For local dispatches, each branch handles its own delivery.

There are plenty of administrative steps taken before a crane ever leaves the yard.

If an all-terrain crane is traveling to the site, road permits may be required. Depending on the route, those permits can involve state, county, and municipal authorities. If a street must close, the customer and project team may need to coordinate with the city, police, building owners, neighboring businesses, or event schedules. If the crane requires counterweight, boom inserts, an assist crane, or multiple support trucks, those elements must arrive in the correct order and at the correct time.

In an urban setting, these details can be as important as the lift itself. The team must account for where trucks will

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Some of the earliest measurements were based on the human body. A cubit, for example, was based on the distance from the elbow to the tip of the middle finger. That made measuring practical, but not always consistent from person to person.

stage, how counterweight will be delivered, how the crane will be assembled, where mats will be placed, and how the work area will remain controlled and safe.

This planning is not unique to urban lifts. Consider what it takes to maneuver crawlers up a mountain to set wind turbines, a mobile crane needing to snake down to a riverbed to set steel for a bridge, or a telecrawler laying low under a bridge and booming up between two highway spans to set precast. These are all real scenarios with planning challenges, which is why ALL relies on its excellent bench at all levels of planning.

Weather can be another variable. Wind, rain, lightning, or poor visibility can change the plan. Backup dates may be identified. Go/no-go conversations become part of the final approach. The closer the calendar gets to lift day, the more frequent the communication becomes among ALL, the customer, rigging crews, drivers, operators, and project stakeholders.

The point is to eliminate surprises before lift day begins.

From plan to reality

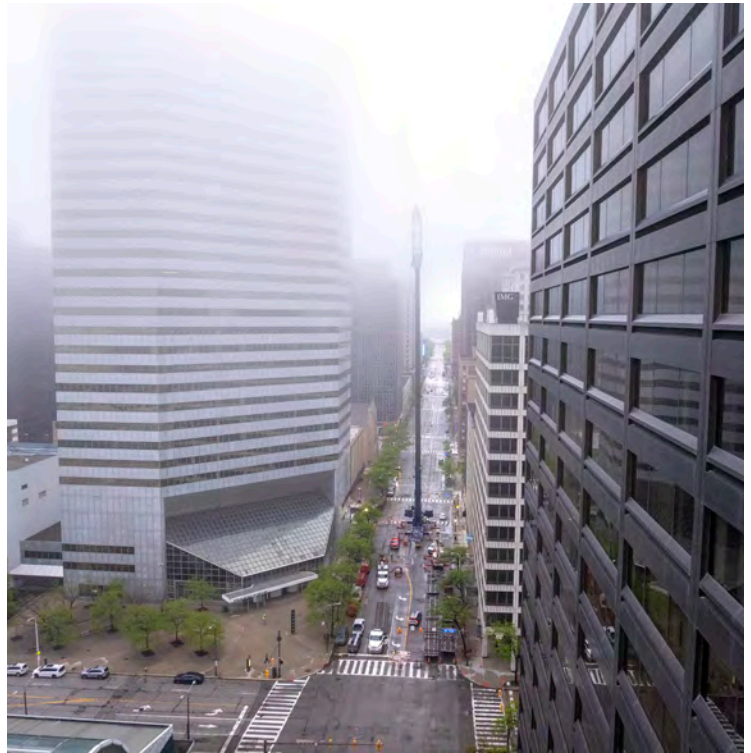
One of the most important handoffs happens when the lift plan moves from the planning team to the people who will execute it in the field.

For complex or critical picks, the operator may review the plan in advance, study the setup, understand the load path, and prepare for the lift sequence before sitting in the cab. The operator still brings experience, judgment, feel, and communication to the work. Technology does not replace the craft. It supports it. A lift may last only minutes, but the operator works from a foundation built over years, often decades.

Site visits, planning meetings, lift drawings, permits, equipment selection, crane configuration, ground prep, weather checks, crew briefings, and customer coordination all converge at the moment of execution.

The ALL difference

That is why the phrase “routine lift” can be misleading. A lift may be familiar. The equipment and customer may be familiar. Each job still has its own site, and with it unique conditions and schedules, ALL’s value extends beyond

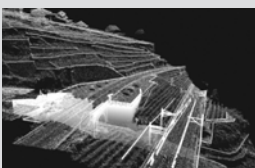


providing the crane. It is in the people, processes, and problem-solving that surround the crane.

A customer makes one call because something heavy needs to move. Behind that call can follow a team of specialists: sales, project management, lift planning, engineering support, dispatch, permitting, drivers, mechanics, assembly crews, riggers, signalers, and operators. Each has a role in turning the customer’s need into a controlled lift plan.

“ALL does a lot of high-profile work and work for high-profile customers,” said Meek. “When a customer hands off a job to us in these situations, it might begin a period of back-and-forth with their own engineers. It’s a process we welcome because everyone is on the same team, working toward the same goal. If we’re scheduled to perform a lift for NASA, for example, it’s not uncommon for a planning period to take six months or more. Customers come to us expressly because they know we excel at these kinds of complex jobs.”

The lift is what everyone sees. The preparation is what makes it look easy. **ALL**



Construction measurement has moved from ropes, chains, tape measures and plumb bobs to laser levels, GPS, drones and LiDAR. LiDAR uses light detection and ranging to create highly accurate 3D scans, helping improve accuracy, safety and project management on construction sites.

CATHOLIC DIOCESE, CLEVELAND, OHIO

A recent HVAC removal project in downtown Cleveland, Ohio, shows how much work can sit behind a lift that might otherwise appear routine.

The job involved removing four HVAC units from the roof of a building on E. 9th Street, a busy downtown corridor near restaurants, nightlife, Progressive Field, and Rocket Mortgage FieldHouse. ALL specified a 770-ton Liebherr LTM 1650-8.1 all-terrain crane for the work. The crane was configured with 187,000 pounds of counterweight, 227 feet of main boom, and 43 feet of hydraulic offsetable jib.

The lifts themselves were straightforward only because the planning was not. The project required street closures, crane delivery, counterweight trucks, an assist crane, assembly in a constrained downtown footprint, coordination with the customer, and a tight completion

window because of an event at the nearby arena.

The team removed all four units, disassembled the crane, and cleared the site by early afternoon.

To a passerby, it was a crane lifting HVAC units from a roof. To the people responsible for the work, it was the final visible step in a much longer process.



Watch the video below.



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Genie S-60X, S/N S60X16H-35277, 2016, 60' Platform Height, Deutz Diesel, Welder Capable, Foam Filled Tires, 4x4. Located in Milwaukee, WI. Unit #K3001 **\$27,000**



Genie Z-135/70, S/N Z13508661, 2008, 135' Platform Height, Deutz Diesel, Jib, Foam Filled Tires, 4x4. Located in Richfield, OH. Unit #DL2155MLW **\$30,000**



Skyjack SJ843, S/N 87111012, 2018, 8,000 lb Capacity, Deutz Diesel, Enclosed Cab, Foam Filled Tires, 4x4. Located in Richfield, OH. Unit #11239 **\$42,000**



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



Hy-Brid HB-1430, S/N D02-11829, 2016, 14' Platform Height, DC, Non-Marking Tires, 2x4. Located in Richfield, OH. Unit #K3015 **\$2,500**



Skyjack SJ8243, S/N 343828, 2007, 43' Platform Height, Nissan Dual Fuel Engine, 4x4. Located in Richfield, OH. Unit #K1869 **\$7,000**



Genie Z-62/40, S/N Z6216N-1267, 2016, 62' Platform Height, Deutz Diesel, Welder Capable, Foam Filled Tires, 4x4. Located in Richfield, OH. Unit #K3027 **\$29,000**



JLG 1055, S/N 0160076475, 2016, 10,000 lb Capacity, Cummins Diesel, Enclosed Cab, Foam Filled Tires, 4x4. Located in Alsip, IL. Unit #11201 **\$43,000**

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2

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3

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4

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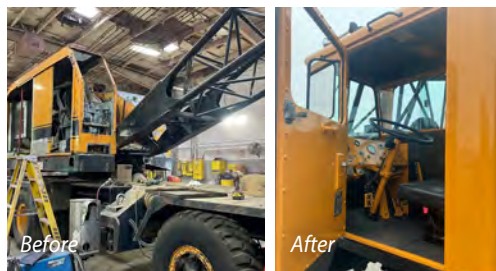


A WELL-EARNED REST FOR OL' NUMBER 20



On its way to Chicago, OL' Number 20 made a memorable appearance at a Route 66 centennial celebration.

Before there was a fleet, there was OL' Number 20. The 1965 52.5USt American Track crane was the ALL Family of Companies' very first crane. It began its life at the Cleveland flagship yard before eventually moving to ALL Crane Rental Corp. of Columbus, where it continued working as a yard crane. After that, it retired to a cushy storage life in Columbus. But after years of rest, OL' Number 20 is on the road again in what may be its final journey. This new journey began with prepping for travel from Columbus to TRY Auto in Brook Park, OH, where it would get a full body refurb including new paint. After that, it made its way to ALL's flagship yard in Cleveland, OH for mechanical repairs. From there, it headed to Central Contractors Service in Chicago, with a memorable stop along the way at a Route 66 centennial celebration. Soon, it will head to Operators Local 150, where it will serve mostly as a historical display, with occasional light use for training. For the crane that helped start ALL, it's a fitting next chapter—and some well-earned rest.



Left: After years in storage, OL' Number 20 was ready for the next chapter in its remarkable ALL story.

Right: Freshly painted and mechanically refreshed, ALL's very first crane is preparing for its next role as a historical display at Operators Local 150.

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