

WINTER 2023

LIFT LINE

YOUR SOURCE FOR NEW AND USED LIFT EQUIPMENT



We remember
Michael C. Liptak
1931-2022

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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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Cover: Michael C. Liptak passed away on June 18, 2022. He was 91. The co-founder of ALL and one of very few creators of the crane rental category, his will be an unmatched legacy. The undated photo says it all: The man loved big trucks and lived a big life in pursuit of that passion.

The Shoulders of Giants



You've probably heard the phrase "standing on the shoulders of giants." That is how I view today's ALL Family of Companies. We're standing on, and building upon, what was created by my uncles Jake and Lawrence, my mom, Marvine, and my dad, Mike. The work that the four of them put into creating ALL from the ground up was incredible. Working around the clock, seven days a week; they had a persistent vision, taking bold risks, and out-hustling everyone. They are people who had fortitude; that ability to believe in what they were doing, stick it out through tough times, and put in the work necessary to succeed.

It's the foundation on which this company was built and it's an approach that has guided us over our nearly six decades.

We lost my Uncle Jake in 2021. Then, in 2022, my dad passed away at 91. This issue of Lift Line is dedicated to his memory and achievements.

He was a larger-than-life personality who looms large over our company. His work ethic and drive shaped the company, and we carry his lessons with us.

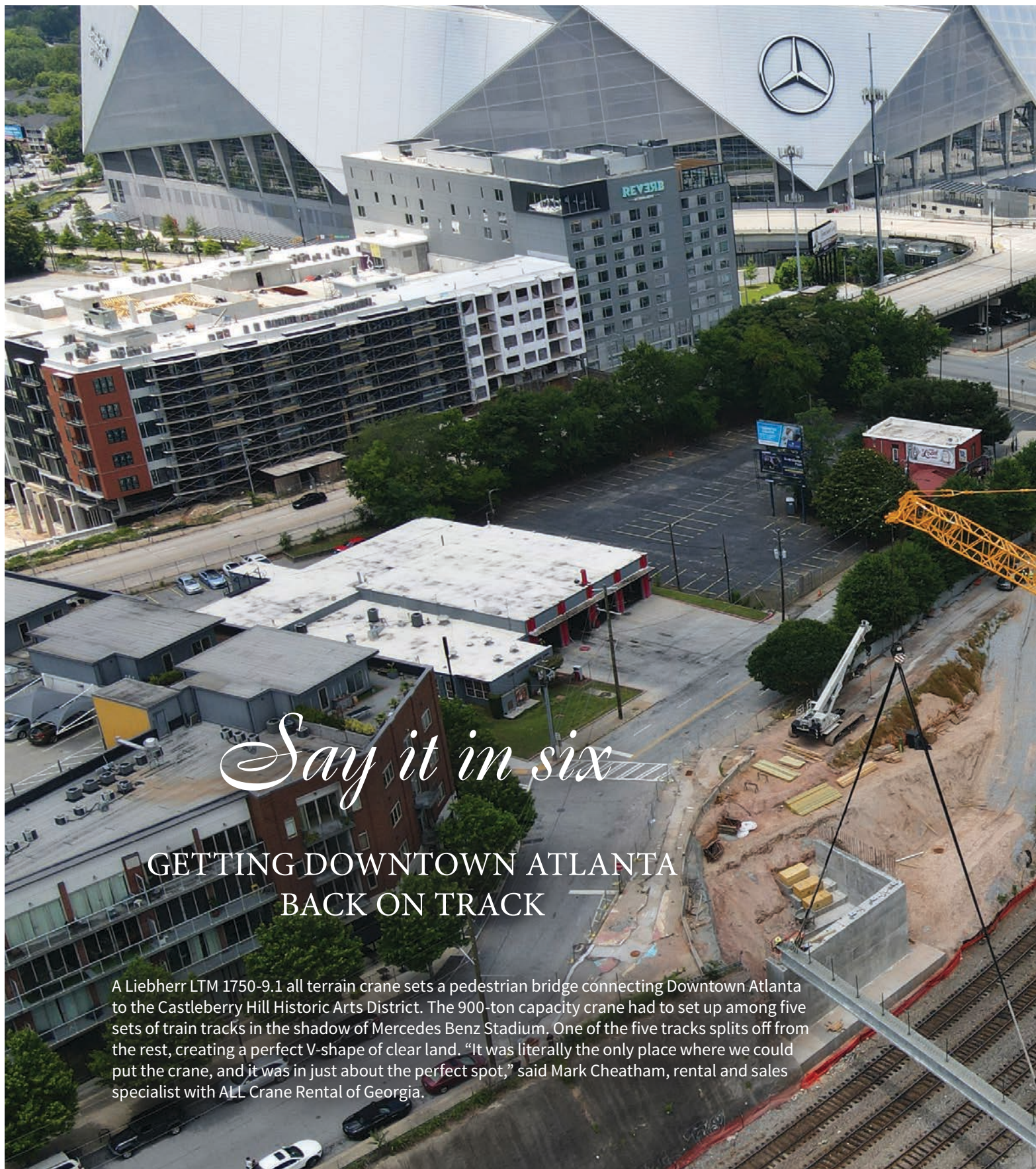
Dad was committed to service. It's why, in the early days, the office phones forwarded to our house during off-hours. So we could be immediately responsive when our customers needed us. It's why, when I was just 10, I spent my Saturday evenings manning the phones so my parents could have a well-deserved night off.

Today, this commitment to service is reflected in our ongoing responsiveness to customers, our dedication to the best-maintained fleet in the business, and unparalleled field service that keeps job sites running smoothly.

ALL is a family company, and not just my family. Generations of other families have made ALL their life's work, and our team across our 33 branches is a family, too. We support each other and work together to achieve a common goal. I believe the people of ALL are the secret ingredient that separates us from the pack.

At his core, Dad loved people. He loved talking to them, hearing their stories. I believe it's no coincidence that the company he helped build has good people at its center. May that be his enduring legacy.

Michael L. Liptak
CEO and President



Say it in six

GETTING DOWNTOWN ATLANTA BACK ON TRACK

A Liebherr LTM 1750-9.1 all terrain crane sets a pedestrian bridge connecting Downtown Atlanta to the Castleberry Hill Historic Arts District. The 900-ton capacity crane had to set up among five sets of train tracks in the shadow of Mercedes Benz Stadium. One of the five tracks splits off from the rest, creating a perfect V-shape of clear land. "It was literally the only place where we could put the crane, and it was in just about the perfect spot," said Mark Cheatham, rental and sales specialist with ALL Crane Rental of Georgia.



SHOP **ROUGH-TERRAIN CRANES** from 30-130 USt

1
Grove RT9130E, S/N 225230 2008, 130 USt, Rebuilt Cummins QSC8.3 (3,500 Hours), 160' Main Boom, 36'-59' Offsetable Bifold Jib, Full Length Aluminum Decking, A/C, Pat Event Recorder, 33.25 X29-38 Bias Ply Tire, Block Heater, Aux. Hoist, Block and Ball. Located in Indianapolis, IN. Unit #9890. **\$339,000**



2
Link-Belt RTC8030, S/N E8J8-0505 2009, 30 USt, CAT C6.6 (2,250 Hours), 91' Main Boom, 27'-44' Bifold Jib, One Hoist, Rear Steer Ind., Pump Disconnect, RCL Bar Graph, A/c, Block and Ball. Located in Charleston, SC. Unit #10286. **\$139,000**



3
Link-Belt RTC8050 II, S/N J6J7-9797 2007, 50 USt, Cummins B5.9 (15,067 Hours), 110' Main Boom, 29'-51' Offset 2 Stage Jib, Aux. Hoist, Aux Lifting Sheave, Winch Rollers - 2 Drums, Joystick Controls, A/C, RCL Bar Graph, Rear Steer Ind. Located in Indianapolis, IN. Unit #9842. **\$95,000**



4
Grove RT650E2, S/N 226342 2007, 50 USt, Cummins 6BT5.9 Diesel (13,975 Hours), 105' Main Boom, 29'-51' Tele-Jib, 23.5X25 Tires, A/C, Aux. Hoist, Block and Ball. Located in Lima, OH. Unit #9834. **\$99,000.00**



Link-Belt RTC8065 II, S/N J9J8-0538 2008, 65 USt, Cat C6.6 (11,206 Hours), 115' Main, 35'-58' Jib, Aux. Winch, 26.5 x 25-26PR Tires, A/C, RCL Bar, Block and Ball. Located in Kaukauna, WI. Unit #DL1113. **\$153,000**



Grove RT890E, S/N 229891 2009, 90 USt Cap, Cummins QSB 6.7L (11,574 Hours), 142' Main Boom, 56' Jib, Aux. Hoist, A/C, Valve Package, Block Heater, Block and Ball. Located in Indianapolis, IN. Unit #10224. **\$259,000**



Link-Belt RTC-80130, S/N R3K0-1968 2010, 130 USt, Rebuilt CAT C9.9 (2,595 Hours), 162 Main Boom, 10' 31' 55' Offset Jib, Aux. Winch, Winch Rollers, Aux Lifting Sheave, 43,000# of Counterweight, Counterweight Removal System, Outrigger Pin Removal, A/C, RCL Bar Graph, Block and Ball. Located in Mobile, AL. Unit #10371. **\$521,000**



Link-Belt RTC-8080 II, S/N S4K3-3435 2013, 80 USt, Cummins Diesel (6,800 Hours), 127' Main Boom, 10'-38'-64' Offset Jib, Aux. Hoist, 19,200# Counterweight, RCL Bar Graph, A/C, Joystick Control, Block and Ball. Located in Hammond, IN. Unit #10774. **\$327,000**

SHOP **TRUCK CRANES** from 50-110 USt

1

Grove TMS700E, S/N 233016 2012, 60 USt, Cummins QSMII, Eaton Fuller Transmission, 8,176 Hours, 63,000 Miles, 110' Main Boom, 32'-56' Tele-Jib, Aux. Hoist, Outrigger Monitoring System, Engine Block Heater, Boom Lights, Aux. Light and Convenience Package, Heavylift Counterweight, Block and Ball. Located in Madison, WI. Unit #10578. **\$385,000**



2

Grove TMS9000E, S/N 232304 2013, 110 USt, Cummins ISX12, 10,396 Hours, 54,000 Miles, 142' Main Boom, 33'-56' Bifold Jib, Aux. Hoist, Aux. and Light Package, Trailing Boom Package, XL Counterweight Package, Outrigger Monitoring System, A/C. Located in Knoxville, TN. Unit #10890. **\$629,000**



3

Terex T550-1, S/N 120398 2014, 50 USt, Cummins ISX, Allison Auto Transmission, 6,600 Hours, 71,000 Miles, 110' Main Boom, 33'-57' Jib, Aux. Hoist, Remote Outriggers, A/C, Work Light Package, Aluminum Wheels. Located in Nitro, WV. Unit #10987 **\$365,000**



Link-Belt HTC8660 II, S/N L8K4-3672 2014, 60 USt, Cummins ISL9, 7,544 Hours, 54,769 Miles, 110' Main Boom, 28'-51' Bifold Jib, Aux. Hoist. Single Axis Controls, Winch Rollers, RCL Light Bar, A/C. Located in Elk Mound, WI. Unit #DL1181. **\$439,000**



Link-Belt HTC8675 II, S/N P9K3-3251 2013, 75 USt, Cummins ISX11.9, 14,374 Hours, 68,204 Miles, 127' Main Boom, 38'-64' Bifold Jib, Aux. Hoist, A/C, RCL Bar, Trailer Air and Electric, Boom Float Kit. Located in Milwaukee, WI. Unit #DL1173MLW. **\$497,000**



Link-Belt HTC86100, S/N N3K2-3055 2012, 100 USt, Cummins ISX11.9, 11,891 Hours, 50,820 Miles, 140' Main Boom, 35'-58' Offset Jib, Aux. Hoist, Trailer Air & Electric, 39,500# Counterweight, RCL Light Bar, A/C, 2 Axle Boom Dolly. Located in Milwaukee, WI. Unit #DL1170MLW. **\$479,000**

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 10' (jib horizontal), elevator cab, SM/DM trolley & block for 2/4-part hoist reeving, hydraulic ballasting derrick, complete set of base concrete ballast, radio remote control with load-moment indicator (LMI), master controller with 114' cable, anemometer, transport kits, (1) set of manuals. *Located in Kaukauna, 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 Columbia, SC.* Unit #DL1188MLW. **POR**

3. Terex/Peiner SK315 25132 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, 230'+ power cord, A/C, (1) set of manuals. *Located in Raleigh, NC.* Unit #9009. **POR**

4. Terex/Peiner SK415 26112 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, 230'+ power cord, A/C, (1) set of manuals. *Located in Columbus, OH.* Unit #9201. **POR**

5. Terex/Peiner SK415 415197 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, 230'+ power cord, A/C, (1) set of manuals. *Located in Savannah, GA.* Unit #9565. **POR**

5. Terex/Peiner SK415 415206 2007, 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, 230'+ power cord, A/C, (1) set of manuals. *Located in Raleigh, NC.* Unit #9993. **POR**



BIG LIFE

REMEMBERING MICHAEL C. LIPTAK



Michael C. “Big Mike” Liptak lived a big life. Big in years (91). Big in accomplishment (co-founding a company that revolutionized an industry and has lasted more than a half-century and counting). Big in family. And a big personality. It seems everyone has their own “Big Mike story.” Whether it be of his generosity, his love of dealing (often settled by a coin flip), his work ethic, his fearsome presence, or his kindness. Usually, all of that and more.



Michael C. Liptak and his brothers founded ALL Erection & Crane Rental Corp. in 1964 — with just one crane. “Old No. 20” is still operational in the ALL Columbus yard.

Here, we get a fuller picture of the man from some of the people who knew him best.

There was no such thing as ‘not working’ to him.

- Vic DiGeronimo,
CEO, the DiGeronimo Companies

I met Mike when I was a kid; he started out with ALL about the time my dad and uncles were starting our business. We’ve been an ALL customer for years and, even though he was more than 30 years older than me, Mike became one of my closest friends. In the last 20 years, we talked every day, went out to hundreds of dinners together. When I had my 50th birthday party in Las Vegas, Mike flew out to join us. We shared common interests. We both loved going to auctions, looking for shop equipment. I might buy something the business needed. Mike would do the same, but he’d also buy anything he thought he might be able to sell. Mike was the ultimate salesman. I think it dated back to his years



selling cars, back before he founded ALL. The man just loved to deal. If he drove past one of our jobs and saw lift equipment from another company, he’d call me up and razz me. He was

such a hard worker. He came from nothing and built this massive, successful company. There was no such thing as ‘not working’ to him. That’s just how he was. Even later in his life, he’d get so excited when he bought a new crane. There’s a picture I gave him that still hangs at ALL headquarters, of Mike wearing a white suit, sitting in a crane, lowering one of our smaller backhoes into a hole in the ground. He was a great friend, always checking in on me. He was a genuinely caring person and he taught me a lot. About business, about life. I think about him every day.

If you watch the nickels, the dollars will take care of themselves.

- Jerry Carr,
Hydraulic crane operator, 39 years with ALL (retired)

One of my favorite Big Mike sayings was, “if you watch the nickels, the dollars will take care of themselves.” I joined ALL in 1969 and remained there until 2008. Mike was always more than a boss to me. He was my friend, an incredibly kind, generous man. Yes, he could also get angry but he never held a grudge and always had our backs. If a customer didn’t understand why we had to shut the cranes down in high winds, he’d back up our decision. If I needed some extra cash because I was in a jam trying to raise four kids, it was no problem. When a bruiser came into dispatch looking to start a fight with one of the guys, Mike got right into the mix and got his nose broken. But the bruiser got out of there! If you were a hard worker, honest, and loyal, Mike loved you. Since I retired, I’ve formed “Big Jer’s Lunch Club.” It’s mostly made up of ALL retirees – former operators, truck drivers, and I’ve even started to let some salesmen in! We meet once a month at a restaurant near ALL headquarters. Afterward, I like to stop by the yard, say hello to the guys. Now, I also visit Big Mike’s gravesite. I’ve been there eight or nine times since he passed away. I thank him for his friendship, for always taking such good care of his guys. I thank him for my career, which I enjoyed so much. He was one of a kind.



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Jerry Carr driving hydraulics for ALL Crane. Carr is a 52-year member (retired) of the International Union of Operating Engineers Local 18. He spent all of them with Mike Liptak and the ALL Family of Companies.



He was the luckiest guy I ever met.

- Rick Mikut,
Crawler Crane Division Manager

I always called him 'Big Guy.' And if he called you 'Ace,' you knew you were in good standing. I was 16 when I started working at ALL Crane. I'd lost my dad the year before and Big Guy went out of his way to make sure I stayed on the right path. If I'd go to a party on the weekend, somehow he knew about it. He had eyes everywhere. He made sure I stayed out of trouble – he worked the crap out of me so I wouldn't have any energy left! You'll probably hear a lot of stories about how he could really lay into you, but he never held a grudge. He'd speak his piece then it was over. And you always understood where he was coming from, unlike some people who get angry just to get angry. He wanted everyone to be the best they could be. A side of him that people rarely talk about is that the man had a heart of gold. I totaled my car in an accident and a new car showed up in my driveway. He said, "Here, use this until you get back on your feet." He was the luckiest guy I ever met, too. He was selling a truck-mounted toolbox, asking \$60 for it. I offered \$40. He said, "I'll flip you for it. If you win, I'll sell it to you for \$20. If I win, you pay \$80." Of course he won! I ended up paying more than the initial asking price!



He was willing to take big swings.

- Steve Freckmann,
General Manager, Dawes Rigging & Crane Rental

In the early 80s, the country was in a recession and the winter of '82 was brutal. Work had all but dried up. Dawes bid on a huge project in upper Michigan, but we were bidding against crane manufacturers. They'd started renting out their own cranes because no one was buying. We found out we'd won the bid, and suddenly we needed two dozen cranes exclusively dedicated to the work. Mike and Larry [Liptak] went to Canada and bought out a Grove dealership's entire inventory – *we're talking 25, 26 cranes* – and had them delivered directly from the dealership to our Michigan job site. That was gutsy. To me, it's emblematic of the man. He was willing to take big swings. It's one of the reasons why he was so successful. On a personal note, honesty was huge to Mike. You always knew where you stood with him—there was no guessing. My house is between our Milwaukee and Madison branches. One summer, on my way back to Milwaukee from Madison, I thought I'd stop by my house and use my lunch hour to mow my grass. Mike happens to call. We're talking business, when all of a sudden he says, "Hey ... where are you?" So, I told him. There was about a 15-second pause, which is a long time when you're on the phone. But then he just started talking about business again. As long as you were honest with him, everything was fine. I've been here for 44 years. I like to joke, "It took Mike about 20 years to trust me, but those last 24 years we had a mutual respect!"



In 1973, Dawes Transfer, Milwaukee, purchased the Shea-Matson Company to form the Shea-Matson-Dawes Company. The owners of Dawes Transfer included Thomas Freckmann. In 1978, the company was sold to ALL. Tom retired as General Manager of Dawes in 1989 and was succeeded by his son, Steve Freckmann, who is still General Manager today.

Mike always had the best equipment.

- Bob Matelski,
Truck driver, 30-years with ALL (retired)

Big Mike hired me. The company where I was truck driving had shut down its construction division and was selling off excess trucks, trailers, and equipment. I was prepping a truck and trailer Mike had bought so it could be delivered to his place. I'd never met him before. I didn't even know who he was. And suddenly he offered me a job driving for him. I always say he bought the truck I drove and I came along in the deal. What people might not know is that, years earlier, when I was a kid, I'd seen an ALL job site ... and seeing those beautiful trucks made me realize what I wanted to do for a living. Mike always had the best equipment. When he hired



me, I had no idea he was the owner of the company that had inspired my career choice. I ended up driving for ALL for 30 years. It was a great career. Everyone knows how much Mike loved to deal. He was a tough negotiator. But I'll never forget the time my wife bought something from him, and later

Mike told me, "I can't believe it. Your wife got the better of me. I left \$400 on the table!"

He was truly a character, but his word was his bond.

- Larry Freckmann,
General Manager, ALL Crane Rental of Georgia (retired)

Everyone knows that after the ALL Christmas party, you sat down next to Big Mike to negotiate your annual bonus. It was like a meeting with the godfather. Mike never drank, so I'd stay sober during the party so he wouldn't have an advantage over me. In 1989 or 1990, he offered me the biggest chunk of money I'd ever seen in my life. I happily accepted. My wife and I were so happy, we were literally arm-in-arm, skipping through the snow-covered parking lot on the way to our car. Years later, I'm recounting this story over dinner and Mike leans over and says, "You could've got more." Of course! So some years after that, I have my meeting with the godfather, and he's wearing his diamond Presidential Rolex. He asks me, "So, what do you think you're worth this year, big guy?" I said "blank-blank thousand and your watch" He stood up and said, "You're too difficult. You deal with the other guy Monday," and walked away! Then there was the missing jib. He called down to Atlanta because there was a jib for a boom truck that was missing and he was sure our branch had it. He said, "Just tell me where it is. If you sold it, tell me. If you damaged it, tell me." He tore into me so hard, I told him I quit. The next day, he called back and said, "You OK?" I told him I didn't appreciate him yelling at me that way. He said, "Well, you can always yell back." And by the way ...the following spring, they found that jib in the Cleveland yard under a pile of melting snow! To his credit, Mike did call me up and apologize. He was truly a character, but his word was his bond.



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One of the first major purchases from Grove, one that helped grow both companies, cemented a long relationship that still thrives today. It was an aggressive move — a gamble —but ALL's ownership played the long game to win bigger.



He has a great family and they are his true legacy.

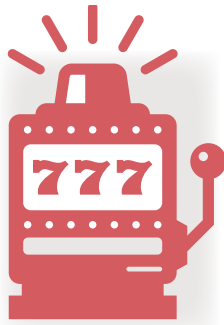
- Mike Carosielli,

Crane operator, 34 Years with ALL (retired)

I joined ALL in 1969. The union hall got a call that ALL needed an oiler for one day ... and I stayed until 2003. When you work at a place for that long, it becomes like family. Mike was a great guy who built a great company. He has a great family and they are his true legacy. He took care of all his people, which made us work twice as hard for him. I had fun at work and every day was different. I might be moving a pool table in through a balcony or moving a buckeye tree and replanting it on a construction site. It used to be my job to move Shamu [from Sea World's

Aurora, Ohio, location] onto the truck for his trip to Florida every winter. It all starts at the top. Mike was a fair man. He had an eye like an eagle. If you came back from a job with a new scratch on the crane, he'd find it. He'd say, "This wasn't here this morning!" But if you had a disagreement, it was over two minutes later. He never wanted anyone to stay mad. The last time I saw Mike was at the casino. He was playing three slot machines at once while we talked about the old times. The machines weren't hitting. Finally, I told him, I think I'm ruining your luck, I'm gonna go. I took a step away

and he immediately won \$3,000. **ALL**.



Currently, ALL has over 3,600 pieces of lift equipment. ALL continues to invest and grow. ALL is in good hands with the second and third generation of the Liptak family now in leadership roles.

We'll always remember you, Big Mike.



Michael C. Liptak
and brother Larry,
circa 1974



Also gone but never forgotten, Jerome "Jake" Liptak passed away in early 2021 at the age of 83. Jake, of course, was one of the three brothers who founded the ALL Family of Companies. They bought a crane and made history.

SHOP **ALL-TERRAIN CRANES** from 120-550 USt

Terex EX5500, S/N 35204 2015, 140 USt, Scania Tier 4F, 5,351 Hours, 29,000 KM, 10x8x10 Drive, 196' Main Boom, 108' Jib, Aux. Hoist, 20.5R25 Tires, A/C, 2 Axle Boom Dolly. Located in Toledo, OH. Unit #11082. **\$839,000**



Grove GMK6250L, S/N 6220-9175 2011, 250 USt, Mercedes Diesels, 10,516 Upper Hours, 35,370 KM, 236' Main Boom, 124' Jib, Aux. Hoist, A/C, Trailing Boom Float Kit, Boom Removal Kit, Hydr. Quick Disconnect for Outrigger Beams, Removable Rear Outrigger Boxes, 20.5R25 Tires, Block and Ball, 2 Axle Boom Dolly. Located in Hammond, IN. Unit #10497. **\$797,000**



Grove GMK7550, S/N 7450-8147 2011, 550 USt Capacity, Mercedes Diesels, 9,012 Upper Hours, 2,746 Lower Hours, 26,256 KM, Allison Transmission, Mega Wing Lift, 197' Boom, 259' Luffing Jib, A/C, Trailing Boom Float Kit, Boom Removal System, 20.5R25 Tires, 3 Axle Doom Dolly, Fire Suppression System Kit. Located in Hammond, IN. Unit #10493. **\$1,809,000**



Tadano ATF130G-5, S/N WFN5RUNR192046110 2010, 160 Ust, Mercedes Diesels, 9,681 Hours, 82,000 KM, 197' Main Boom, 105' Jib, Aux. Hoist, 2 Axle Boom Dolly. Located in Pittsburgh, PA. Unit #10424. **\$667,000**



Liebherr LTM1130-5.1, S/N 066410 2013, 155 US Ust, Liebherr Diesels, 6,100 Upper Hours, 2,150 Lower Hours, 17,000 KM, 197' Main Boom, 35.5-62' Swingaway Jib, (2) 23' Jib Inserts, Rooster Sheave, 20.5R25 Tires, Telma Brake, A/C, Boom Dolly. Located in Milwaukee, WI. Unit #10637. **\$953,000**



Liebherr LTM1250 6.1, S/N 070980 2013, 300 Ust, Liebherr Diesels, 7,058 Upper Hours, 3,700 Lower Hours, 58,000 Km, ZF Trans, 236' Main Boom, 40'-70' Swingaway Jib, (2) 23' Jib Inserts, Winch 2, 214,500 lbs. of Counterweight, Removable Main Boom, Removable Rear Outrigger Boxes, A/C, Boom Dolly, Located In Pittsburgh, Pa. Unit #10668. **\$1,600,000**



Link-Belt ATC3210, S/N S3K5-4753 2015, 210 Ust, Cummins ISX 15L, 5,749 Upper Hours, 3,600 Lower Hours, 58,000 Miles, 200' Main Boom, 12'-40'-67' Hyd. Jib, Aux. Hoist, Winch Rollers, Single Axis Controls, 115,500 lbs. of Counterweight, Boom Dolly. Located in Knoxville, TN. Unit #11123. **\$1,139,000**

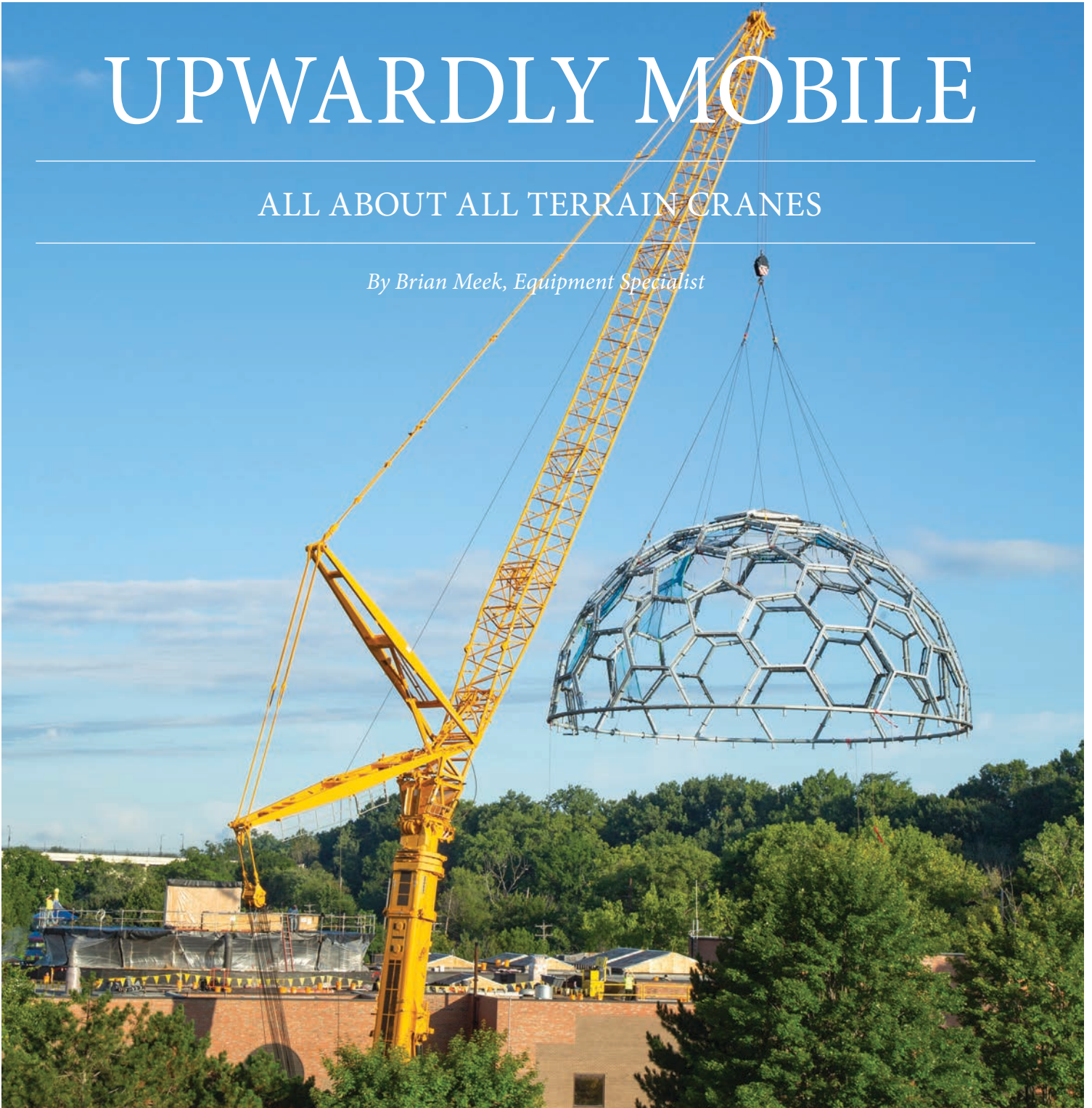


Liebherr LTM1100-4.2, S/N 064005 2012, 120 Ust, Liebherr Tier 4i Diesels, 7,405 Upper Hours, 2,555 Lower Hours, 34,000 KM, 197' Main Boom, 35'-62' Swingaway Jib, (2) 23' Inserts, Aux. Hoist, 20.5R25 Tires, A/C, Boom Dolly. Located in Tampa, FL. Unit #10527. **\$847,000**

UPWARDLY MOBILE

ALL ABOUT ALL TERRAIN CRANES

By Brian Meek, Equipment Specialist



At 900 tons, the lift capacity of the Liebherr LTM 1750-9.1 is as much as three Boeing 747s.



The key to an all terrain (AT) crane is its versatility. You can take it from an infrastructure job to a chemical plant to a mechanical job on a downtown street. The same crane can cover a large variety of work ... and work sites. It can go off road and it can also travel on city streets.

ALL has the most complete fleet of all terrain cranes in the rental market, from small to enormous. Our capacities range from 50 tons all the way up to 900 tons with the Liebherr LTM 1750-9.1. Boom lengths start at 48 feet and extend all the way to 279 feet. The majority of the ATs in the ALL fleet are from Liebherr and Grove with some Tadano as well.

As capacities have increased, 15 of the 34 models we offer are above 300 tons, including the 770-ton Liebherr LTM 1650-8.1. It builds very similar to a 500- or 600-class machine and is versatile with different attachments.

The Y-frame increases capacity at longer boom lengths, giving it extraordinary power on long reaches. Imagine a fishing pole with a string tied to the non-handle end. Someone standing behind you pulls that string taut and now your fishing pole won't bow downward and has extra strength. That's similar to how the Y-frame works.

The 1650 also has luffing jibs capable of heavy capacities when needing to reach up and over an obstruction. We just used the luffing jib to set large tanks on top of a building. Next we're heading to the turnpike where the 1650 will set bridge beams. Then we're off to a plant for duct work 160 feet away from the crane, where strength at long reaches is important. That's three different jobs, three different applications, and three different configurations – all with the same crane.

Get closer to the action

Technology has been the big story in heavy lift equipment for many years now. Advances are being made all the time.

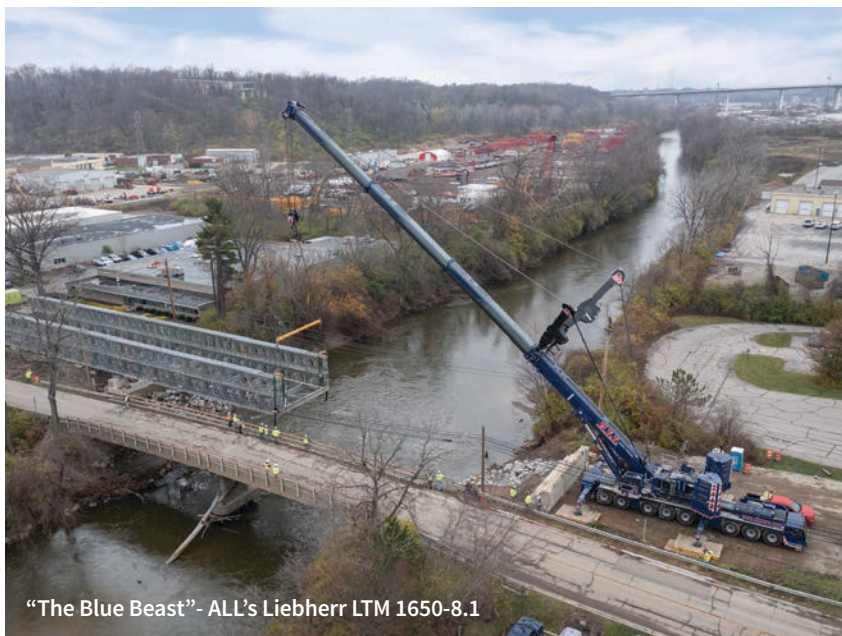
Because we're no longer locked in to a set length of outrigger, asymmetrical/variable outriggers offer greater flexibility to get ATs closer to the work. We can place larger cranes where they

never were able to go before.

We can adapt to a job site like never before. They give us the ability to run site-specific load charts. For the customer, getting closer means the ability to use a smaller crane, which saves money, instead of having to set up a higher-capacity crane farther away because the job needs a longer reach. Jobs all come down to pick weight and radius. If we can fit into a tighter spot and possibly reduce the radius, then our customer can pick more with a smaller crane.

We can adapt to a job site like never before.

Variable outriggers also means larger cranes can now fit in tighter spaces. They allow the load to get closer to the crane because we can retract the outrigger. It gives project teams more



"The Blue Beast" - ALL's Liebherr LTM 1650-8.1

options. The sky's the limit; it's just a matter of how creative you want to be. After a lifetime of being told "always use full outriggers," it can be hard for crane veterans to accept that they can perform lifts with variable outriggers – but they absolutely can with machines that have the capability.

continued on page 20



"Greater crane capacities have changed the game – just 50 years ago, who could have imagined a crane with a 1,000-ton capacity? We can now plan complex lifts in advance with 3D software that enables us to envision the jobsite environment and conditions."

- Quoted, Michael L. Liptak, American Cranes and Transport

continued from page 19

They're also handy when we need to set up on urban streets because they can help us keep an extra lane open to maintain traffic. Variable counterweights of ATs also help in these situations. Because the counterweights can move inward as the crane swings, we can keep a clearer swing path and eliminate an obstruction for vehicle traffic.

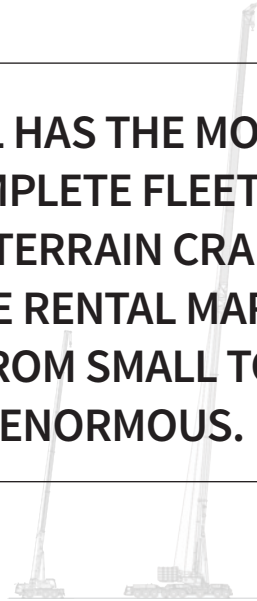
Tech-ready

Bluetooth controls allow the operator to stand outside the cab and use a remote control for self-erecting, which gives the operator a better view of their surroundings. This improves safety and efficiency. The self-erecting part of assembly goes faster and more smoothly when the operator can see everything they're doing.



Another useful electronic feature is the lift simulator, which allows an operator to perform the mechanics of the lift in advance while watching the in-cab screen, but without ever actually engaging the crane. So, the operator can program in the boom length, radius weight, any obstructions, etc., then work the controls exactly as if he or she is performing the lift, and watch it play out in the virtual environment on the computer screen. All while watching the crane's outrigger loads, center

ALL HAS THE MOST COMPLETE FLEET OF ALL TERRAIN CRANES IN THE RENTAL MARKET, FROM SMALL TO ENORMOUS.

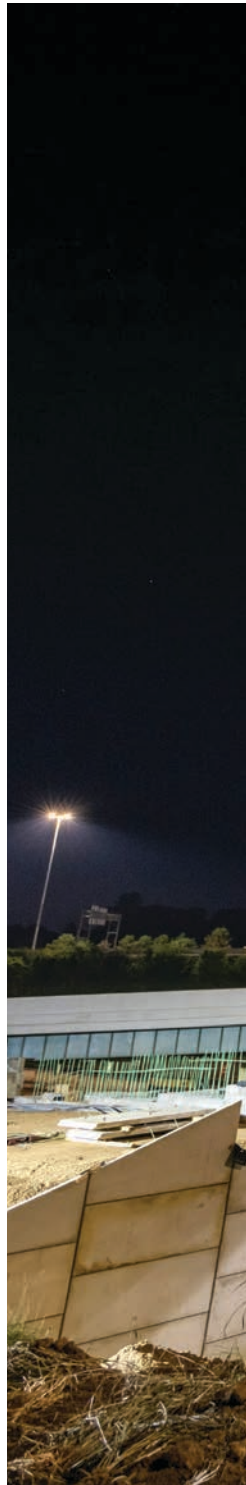


of gravity, everything about how it will react to the load. It's an excellent tool for preparing for lifts.

Most ATs also come with diagnostic software our mechanics can use for maintenance and repairs.

Go wherever the work takes you

The ATs we've been acquiring lately are geared toward long boom length, allowing us to cover mechanical and HVAC work, industrial, chemical and petrol-chem plant work, and maintenance on cell towers and windmills. But we can also go off road for infrastructure work because they have such high capacities for heavy lifts. And with all this versatility, they can still precisely fit the demands of each application. The same AT that today is erecting a cell tower, tomorrow will be setting bridge beams. **ALL**

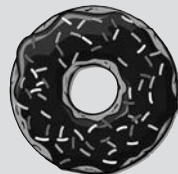


On May 1, 1931, The Empire State Building opened to the public. The 102-story, Art Deco skyscraper was built at a cost of \$40,948,900. It remained the world's tallest building until the World Trade Center was constructed in 1970.



The long-awaited renovation of Interstate 77 through Akron, Ohio, is rolling on.

Heavy metal. Early hydraulic cranes had booms outfitted with holes to make them lighter and more easily transportable on city streets.



SHOP INDUSTRIAL CRANES from 9-25 USt



Shuttlelift 7725, S/N 321906 2012, 25 USt, Cummins Diesel 7,964 Hours, 71' Main Boom, 17' Jib, 4X4, Catalytic Converter, Convenience Package, Aux. Lighting Package, Enclosed Cab Package, LMI. Located in Columbus, OH. Unit #DL1169MLW. **\$157,000**



Shuttlelift 5540F, S/N 322006 2012, Cummins Diesel (2,674 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. Located in Nitro, WV. Unit #10623. **\$87,000**



Broderickson IC-200-3H, S/N 238160200 2013, Cummins QSB3.3 (3,385 Hours), 50' Main Boom, 16' Jib, 2 Wheel Drive and 4 Wheel Steer, Catalytic Converter, Engine Heater, Headlight and Taillight Grilles, Strobe Light, All Weather Cab, A/C, RCL Greer. Located in Chicago, IL. Unit #10667. **\$107,000**



Broderickson IC-80-3J, S/N 67008880 2013, 9 USt, Cummins B3.3 L Tier 4i (1,717 Hours), Catalytic Converter, Engine Heater, 4 Wheel Steer and 2 Wheel Drive, 30' Main Boom, 10' Jib, Pneumatic 10.00 x 15 Tires, All Weather Cab, A/C, Hoist Drum Rotation Indicators, RCL -Greer. Located in Mobile, AL. Unit #10858. **\$83,000**



5

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



6

Broderson IC-200-3G, S/N 222373200 2012, GM Dual Fuel (3,515 Hours), 50' Main Boom, 16' Jib, 2 Wheel Drive and 4 Wheel Steer, Engine Heater, Headlight and Taillight Grilles, All Weather Cab, RCL Greer. Located in Lima, OH. Unit #10519. **\$93,000**



7

Broderson IC-400-3A, S/N 14210400 2014, 25 USt, Cummins QSB 4.5 (6,044 Hours), Catalytic Converter, 64' Main Boom, 20' Offset Jib, 17.5 x25, 20 ply Tires, Control System with Joysticks, Rearview Mirror, All Weather Cab, A/C, Windshield Washer, Rated Capacity Limiter, Hoist Drum Rotation Indicator. Located in Cleveland, OH. Unit #11034. **\$243,000**

THE END OF THE ROAD

CRANE WORK COMPLETED FOR AMBITIOUS INDIANAPOLIS HIGHWAY PROJECT



The highway project to completely re-route and reimagine Indianapolis' I-65/I-70 North Split interchange is winding down. Central Rent-A-Crane, a member of the ALL Family of Companies, has completed its work setting bridge beams for the project. A portion of westbound I-70 was opened to vehicular traffic in early October.

Central was the choice of general contractor Superior Construction to provide cranes of every size and capacity for

the duration of the project. Much of the work involved setting precast prestressed beams, which were manufactured by Prestress Services Industries.

The original North Split was built nearly 50 years ago and became an infamous traffic tangle, earning the nickname "the spaghetti bowl." Motorists routinely had to cross multiple lanes of traffic to reach their exits. The new project completely reconstructs the interchange, bridges, and pavement, and



The I-65/I-70 North Split interchange was built nearly 50 years ago, is operating at full capacity and is at the end of its useful life. This is the first project to completely reconstruct the interchange, bridges and pavement along the North Split since it was built in 1968.

will have a smaller footprint. It improves safety by eliminating the weaving sections where traffic is forced to cross paths. Eliminating the weaves also removes the most severe bottlenecks in the interchange, allowing for improved traffic flow without adding new through lanes.



The project began roughly two years ago, then the interchange was totally shut down in May 2021. Central began its work in earnest September of that year. It's been a showcase for the breadth of ALL's fleet as well as the skill and expertise of the Central Rent-A-Crane branch. What they were able to accomplish in about a year's time is staggering.

"We wanted to supply every crane and set every beam."

- Tim Welty

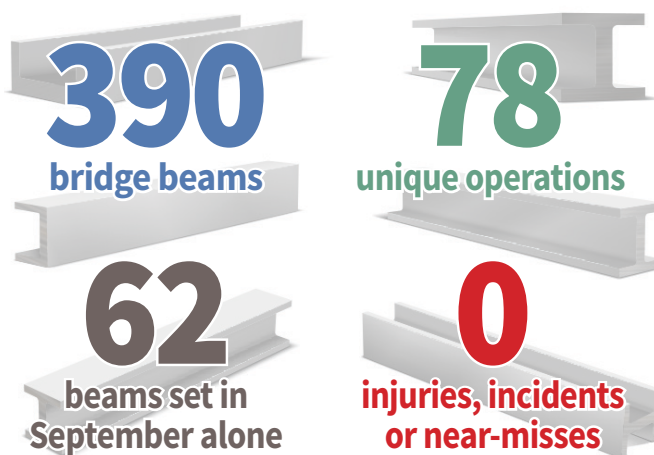


By the numbers

A look at the numbers makes the project's massive scope immediately clear. A total of 390 bridge beams were set as part of 78 unique operations. Beams were set on 37 structures over 12 downtown streets, interchange infield, and dual-track CSX rail lines. September 2022 was the busiest month, with 62 beams set in that month alone.

Perhaps the most impressive number associated with Central's involvement is zero. There were zero injuries, incidents, or near-misses for the duration of the year-long beam-setting bonanza.

"When we were chosen for this project, our mindset was that we wanted to supply every crane and set every beam," said



continued on page 26

The redesigned interchange will improve safety by eliminating the weaving sections (locations where traffic is forced to cross paths) on the west leg of the interchange near the Pennsylvania and Delaware Street ramps. This will also remove the most severe bottlenecks in the interchange, allowing for improved traffic flow.



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Tim Welty, sales representative for Central Rent-A-Crane. “We accomplished that goal.”

It took much coordination between Central, Superior, and Prestress to make it happen. “Sure, logistics would’ve been easier, in relative terms, if these lifts used 200-ton and 300-ton cranes,” said Welty. “But for most lifts, the minimum capacity was 350 tons, all the way up to 600 tons.”

The fabric of the city

After being at work for a year, Central’s cranes became part of the Indianapolis skyline. Reviewing various photos from the life of the project, Welty is taken with two images in particular. One shows a Manitowoc lattice boom crawler jutting into the night sky, a half-moon above, and the city of Indianapolis in the background. The other depicts a job site in a blinding snowstorm. Both offer a still life of how ingrained the cranes became into the fabric of the city.

Welty says the sheer number of cranes used throughout the project is too voluminous to count, but it was approximately

CENTRAL
Rent-A-Crane



The population of Indianapolis was 821,000 in 1970 and, today, the burgeoning city packs 1,858,000. That’s an increase in 1,034,000 people in 50 years.



50 units. That doesn't include the various rough terrain cranes and telecrawlers used to help out at job sites.

Welty is proud that Central was able to supply the majority of the cranes directly from its own three Indiana yards. When necessary, they could rely on the whole of ALL's vast national footprint and company-owned trucking service to fill in the blanks.

A final operation

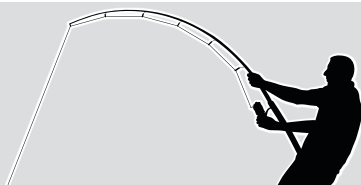
Before winding down their involvement in the North Split, there was a final critical lift operation for Central to complete, involving setting bridge beams over CSX railroad tracks. Reaching over the tracks required a series of dual picks using two massive all terrain cranes, Liebherr LTM 1500-8.1 and Liebherr LTM 1400-7.1. Their capacities are 600 tons and 500 tons, respectively. The 1500 had to reach over one of the piers to pick its end of the beams, requiring 164 feet of boom and the full 364,000 pounds of counterweights. The 1400 was configured with 135 feet of boom and 309,000 pounds of counterweights. Both also used Y-guying to further bolster capacity.

"We dual picked 12 beams over the tracks," said Welty. "Then, we had a second set-up for 12 additional beams that the 1500 was able to single pick." The difference was that beams could be brought closer to the crane for the second set of picks, dramatically reducing the work radius and capacity needed to accomplish the task.

Central's crane work on the project was completed just a few weeks after setting the beams over the railroad tracks. The full project isn't over yet, as paving, ramps, and guardrails are yet to be completed. The entire interchange is expected to be open by March 2023.

"This was a project the city had been anticipating for years," said Welty. "Everyone knew it would be a massive undertaking, with far-reaching ramifications for motorists that would re-route traffic for years, but that, in the end, the result would be worth it. Now that we're approaching the end, I think the public agrees that the new North Split is going to be so much easier—and safer—to traverse. We're proud to have played a role in it."

ALL



Y-guy adds stability to an all-terrain crane's boom on long reaches. How does it work? Imagine a fishing pole with a string tied to the non-handle end. Someone standing behind you pulls the string and now your fishing pole won't bow.

SHOP **BOOM TRUCKS** *from 30-60 USt*

1

NEW Manitex 40124SHL 40 USt, 124' Main Boom, Jib Ready, Radio A2B, Heat and A/C in Operator's Cab, Front Bumper Hyd Stabilizer for 360 Load Chart, 10' Steel Bed. Mtd on a Peterbilt 567 Chassis, Cummins X15/500 HP, Allison Trans, Federal Bridge Legal, Disc Brakes, 100 Gallon Fuel Tank, and MUCH MORE. Unit #R2389



2

NEW 2022 Manitex 50128S 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 2023 Peterbilt 567 with X15 Engine and Allison 4500 transmission, and Federal Bridge Law Legal. (Stock Photo). Unit #R2355



3

NEW National NBT60XL 60 USt, 151' Main Boom, 36' Able to Offset Lattice Jib, and Internal A2B. Mtd on a Peterbilt 567 Chassis, X15, Allison 4700 Transmission, and MUCH MORE. (Stock Photos). Unit #R2348



4

NEW 2022 National 14127A 33 USt, 127' Main Boom, 30' Fixed Jib, Steel Treadplate Deck, A/C in Operator's Cab, Single Front Outrigger, Mtd on a Peterbilt 567 Chassis, X15/500 HP, Allison 4500 Transmission, 20K FA. 13.5K Pusher, 46K RA, 90 Gallon Fuel tank, Backup Camera, and MUCH MORE. Unit #R2339



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 Ultra-shift 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 Photo). Unit #R2302



NEW 2021 Fassi F515RA.2.26 w/Mecanil SG160 Saw Articulating crane. Hydraulic L426 JIB, total tip height of 102'6". Mtd on a Freightliner 114SD 3 Axle Chassis, Cummins X12 475HP, Allison 4500 Automatic Transmission, 80 Gallon Fuel Tank, and MUCH MORE. (Not as pictured). Unit #R2250



NEW Manitex 30112S 30 USt, 112' Main Boom, Jib Ready, 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 Manitex 30102C 30 USt, 102' Main Boom, 26'-46' Jib, Front Bumper Hyd Stabilizer for 360 Load Chart, Out & Down Outriggers, Oil Cooler, and Extra Control Valve for an accessory. Mtd on a Peterbilt 567 MX-13 Engine 510HP, Eaton 13-spd Ultrashift plus Transmission, 20K FA, 46K Tandem, Air Disc Brakes, 80 Gallon Fuel Tank, and MUCH MORE. (Stock Photo). Unit #R2297

CASE STUDY

WELCOME TO THE NEIGHBORHOOD

MILBURN STREET BRIDGE LIFT, INDIANAPOLIS



ALL has added a substantial number of the first-off-the-line Manitowoc models upon their introduction to market. An example of their many leadership purchases includes taking the first order for the Model 18000.

It's not every day you look out of your bedroom window and see a crane boom jutting 200 feet in the air. That surprising sight became familiar for residents of a neighborhood in Indianapolis, Indiana in August. A fire-engine red, 825-ton capacity Manitowoc 18000 lattice-boom crawler crane temporarily moved in alongside Fall Creek, providing a rare perspective of supersized lift equipment dwarfing two-story houses just a few yards away.

The purpose of the crane's residency was to pick and set the three spans of a new 350-foot pedestrian bridge to stretch over the creek and connect the neighborhood to nearby walking paths. It's the final piece in a federal project to create an uninterrupted trail network between downtown Indianapolis and Fort Benjamin Harrison.

Central Rent-A-Crane, a member of the ALL Family of Companies, supplied lift equipment, an operator, and strategic support for the bridge project. Tim Welty, sales representative, says the 18000's role was dictated by location—specifically, the location of the only piece of land available to assemble a crane.

"Fortunately, there is an empty lot across the creek from the neighborhood, where we could set up," said Welty. "But from that position, the distance to set the middle section of the bridge is approximately 200 feet. We needed a powerful crane with high capacity even at extended reach, so we knew it had to be the Manitowoc 18000."

Configured with 280 feet of main boom, the 18000 was tasked with lifting and setting the 200-foot middle section of the bridge, weighing in at 160,000 pounds, at a radius of a staggering 210 feet. The high-powered crane was able to make the reach at just 60% of capacity for that configuration.

Aiding the lift was a host of counterweights that added up to almost 1.5 million pounds – 492,000 pounds of standard counterweight, 320,000 pounds of car body weight, and 700,000 pounds on Manitowoc's hanging MAX-ER wagon. The hanging MAX-ER free-floats as the crane swings. It attaches to the top of



the mast by steel straps and to the rear of the upperworks by a shear frame.

Welty says it took more than 55 truckloads to deliver the Manitowoc 18000 to the site adjacent to the creek. Trucks also delivered the crane spans in different sections. Ironworkers assembled the spans on the ground so the crane could lift them. The large middle section consisted of four individual sections spliced together.

continued on page 32

It took more than 55 truckloads to deliver the Manitowoc 18000 to the lift site adjacent to Fall Creek.





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The 18000 stuck around to make quick work of the shorter bridge span nearest to the crane, with just a 70-foot radius needed for the 100-foot span.

Central brought in a smaller crane to handle the third and final span, also a shorter one, on the far side of the creek away from the empty lot. A 240-ton capacity Liebherr LTM 1200-5.1 all-terrain crane was able to set up on the neighborhood side of the creek to pick and set this final span. **ALL**



Manitowoc also manufactures National Crane Boom Trucks, for whom ALT Sales Corp., a member of the ALL Family of Companies, has earned Elite Dealer status. It's a prestigious designation, one earned by just two dozen other dealers throughout all of North America.



SHOP **CRAWLER CRANES** from 50-1,200 USt

Link-Belt LS138H-5, S/N N9J7-9318 2007, 80 USt, Mitsubishi 6D16 (12,450 Hours), 120' Main Boom, Free Fall. Located in Columbus, OH. Unit #9736. **\$293,000**



Terex HC165, S/N FF0395 2015, 165 USt, Cummins QSC8.3 (6,300 Hours), 200' Main Boom, 3rd Drum, Hammerhead Tip, Free Fall, Heavy Counterweight, Block and Ball. Located in Tampa, FL. Unit #11138. **\$867,000**



Link-Belt LS218HSL, S/N N6J7-9021 2007, 110 USt, Isuzu 6HK1 Diesel Tier III (19,740 Hours), 140' Main Boom, 3rd Drum, Free Fall, Rebuilt Tracks in 2018. Newer Paint. Located in Hamilton, Ontario. Unit #9598. **\$297,000**



Link-Belt TCC1100, S/N S1K2-2640 2012, 110 USt, Cummins Diesel (9,400 Hours), 150' Main Boom, 10'-31'-55' Jib, Aux. Hoist, Single Axis Controls, Aux. Lifting Sheave, RCL Light Bar, Block and Ball. Located in Toledo, OH. Unit #DL1146MLW. **\$698,000**



Manitowoc 888, S/N 8881183 1999, 230 USt, Rebuilt Cummins (6,500 Hours), 200' Main Boom, Series 2 Counterweight, Self Erect, Hydraulic Powered Extend/Retract, A/C, Swing and Travel Alarm, Upper Boom Point, LMI. Located in Pittsburgh, PA. Unit #6925. **\$429,000**



Manitowoc 16000 Series 3, S/N 16001057 2008, Cummins QSX15-500 Tier 3 (11,040 Hours), 295' Main Boom, Upper Boom Point, MAX-ER Prepped, Self Erect, Aux. Drum Prepped, A/C, Wind Anemometer, Cold Weather Package, Newer Paint. Located in Columbus, OH. Unit #10023. **\$1,775,000**



Manitowoc 999, S/N 9991030 2000, 275 USt, Cat Diesel (12,376 hours), New Rotec Bearing 2019, 200' Main Boom, 2 Drums, Self Erect Option, A/C, Newer Paint. Located in Indianapolis, IN. Unit #8957. **\$625,000**



Manitowoc 18000, S/N 18001049 2008, 660 USt, Rebuilt Cummins Diesel (200 Hours), 300' Main Boom, Full Counterweight, Cold Weather Package, MAX-ER Prepped, Self Erect, Cold Weather Package, Wind Anemometer, Block and Ball, New Paint. Located in Cleveland, OH. Unit #10107. **\$2,695,000**

NEW EQUIPMENT: Choices and Service Mean Leadership

Demand for owned cranes is at an all-time high, driven in part by limited new crane availability and price increases due to higher raw material costs and supply chain delays.

As a new equipment dealer, the ALL Family offers a direct link between customers and virtually any type of lift equipment, including cranes, aerial lifts, boom trucks, and

industrial/carrydeck cranes. Plus, because of the scale of our enterprise, we are fortunate to have stock on high-demand equipment.

Reliability, quality, parts, and service. These are the pillars of our business. Because integrity isn't only in the transaction, it's how we build generational relationships with our customers.

ALT
SALES CORP



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

Pictured: 2023 National NBT60XL Boom Truck

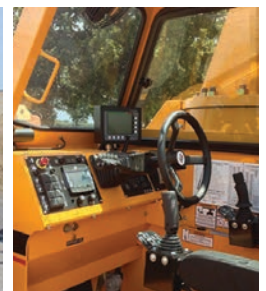


BMC BRODERSON
Manufacturing Corp.

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

NEW Broderon IC-400-3B Carry Deck Crane

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



Capacity on Outriggers50,000 lbs (22,679 kg)
Pick and Carry Capacity25,000 lbs (11,339 kg)
Maximum Tip Height99' (30.1 m) (w/ boom extension)

Max Horiz. Reach90' (27.4 m)
Height11' 3" (3.4 m)
Width8' 6" (2.6 m)

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

**NATIONAL
CRANE**
by Manitowoc

SHUTTLELIFT
by Manitowoc
HY-BRID LIFTS

POTAIN
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CRANES**



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

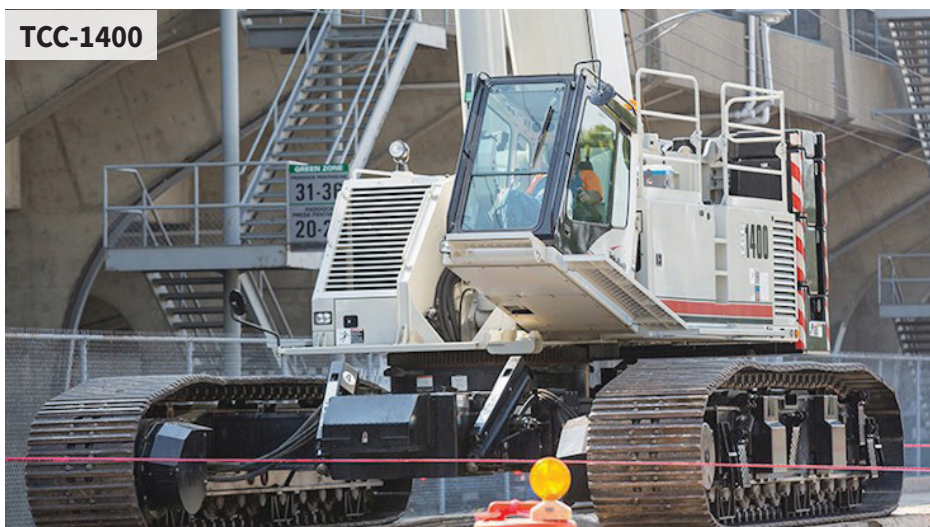
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Link-Belt CRANES

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

2023 TCC-1400

- 140-USt capacity
- Boom Length: 195'
- Transports in 4-5 loads



SHUTTLELIFT[®] by Manitowoc

2023 Shuttlelift SCD25

- 25 USt Lift Capacity
- 71' Four-Section Boom
- 17' Offsettable Jib
- Four-Position Pivoting Boom Head
- Out and Down outriggers with several modes
- Four-Wheel Drive, Four-Wheel Steer Capacity



SKYJACK[™]

2023 SKYJACK SJ1256 THS — 12,000-lb Capacity, 56'3" Lift Height, 42'6" Forward Reach, Axle Mount Outriggers, Solid Filled Tires.

2023 SKYJACK SJ1056 THS — 10,000-lb Capacity, 56'3" Lift Height, 42'6" Forward Reach, Axle Mount Outriggers, Solid Filled Tires.

2023 SKYJACK SJ843 THS — 8,000-lb Capacity, 43'4" Lift Height, 28'7" Forward Reach, Solid Filled Tires.



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



1

Taylor TC400L, S/N S-D3-24286 1996, Cummins 6B5.9-C (4,940 Hours), 8' Forks, New Cushion Tires, New Paint. *Located in Cleveland, OH.* Unit #8191. **\$83,500**



2

Skyjack SJ843, S/N 87110861 2017, 8,000-lb Capacity, Deutz DSL, Foam Filled Tires, 4x4, Enclosed Cab. *Located in Lima, OH.* Unit #11233. **\$75,000**



3

Skyjack ZB2044, S/N 85800116 2016, 20,000-lb Capacity, Cummins Diesel, Foam Filled Tires, 4x4, Enclosed Cab. *Located in Kaukauna, WI.* Unit #11205. **\$175,000**



JLG 944E-42, S/N 0160056483 2013, 9,000-lb Capacity, Cummins Diesel, Foam Filled Tires, 4x4, Enclosed Cab. Located in Brookpark, OH. Unit #10857. **\$57,000**



JLG G10-55A, S/N 0160053533 2013, 10,000-lb Capacity, Cummins Diesel, Foam Filled Tires, 4x4, Enclosed Cab. **\$72,000**



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



JLG 600S, S/N 0300197570 2015, 60' Platform Height, Deutz Diesel, SkyPower, Foam Filled Tires, 4x4. Located in Madison, WI. Unit #K2759. **\$69,000**



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



Hy-Brid HB-1430, S/N D02-11829 2016, 14' Platform Height, DC, Non-Marking Tires, 2x4. Located in Richfield, OH. Unit #K3015. **\$5,000**

SHOP TRUCKS & TRAILERS



1

2014 Kenworth W900, Cummins 550hp, Dual Mounted Pipes, Eaton UltraShift Plus, Front Axle 13,200, Rear Axles 40,000, Front Disc Brakes, Hardened Spindle, 3.70 Ratio Wheel Diff Lock, Air Susp. Dump Valve, HD Frame Rails Huck Bolts throughout, Dual 120 Gal Fuel Tanks, 62" Aerodyne Sleeper, Ultraleather seats Upgraded radio, Motorized Mirrors, And Much More Fleet Maintained by our Company one owner. Unit #X1532



2

2008 Ford F750, Fleet Maintained Allison Auto Trans Auto Crane 8406H Miller Bob Cat 225 Welder Champion Compressor 13' Box & 1' Bumper And Much More. Unit #X693



2007 Talbert T(3)-DW-35-HRG-1-T1, 35USt Talbert Level Deck Low Boy Fully Refurbished Trailer 52' 9'5" Top 29'7" Clear Well 2' Slant 9' Rear. Unit #Z280

NEW LANDOLL TRAILERS



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



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

WILLINGLY INTO THE UNKNOWN

ALL CREW AND CRANES TRAVEL 150 MILES FROM HOME TO AID IN
SANIBEL ISLAND HURRICANE RESCUE EFFORTS



On October 11, the National Oceanic and Atmospheric Administration stated total losses would be more than **\$50 billion**, likely making Ian the costliest hurricane in Florida's history. Ian marked the 15th billion-dollar disaster for the country in 2022.

One of the enduring images of Hurricane Ian was the collapsed Sanibel Causeway, which links Sanibel Island to Punta Rassa near Fort Myers on mainland Florida. People around the world were shocked when they saw just a few broken shards of roadway piercing the surface of San Carlos Bay. Without the three-mile causeway, the island and its residents were cut off from access to relief supplies.

Just hours after Ian made landfall, ALL Crane Rental of Florida, a member of the ALL Family of Companies, was trucking cranes 150 miles south of its Tampa base to aid in relief efforts.

Ian made landfall September 28. ALL Crane received the call September 30 and had the cranes delivered later that same day.

“After we received the call on the 30th, it took most of the day to put a plan in place,” said Dennis Davis, sales representative with ALL Crane Rental of Florida. “Precisely

*ALL Crane received the call
September 30 and had the cranes
delivered that same day.*

where the crane would be going, where we would be staging the equipment, where we’d be setting up the barge system. Given the debris and storm damage, it took some time to determine an acceptable location.”

The convoy of trucks and trailers carrying the cranes received a Highway Patrol escort. Normally, it’s a three-hour drive from Tampa to Fort Myers, but delivery took twice as long due to delays related to hurricane damage, even with the escort. “We arrived in Fort Myers that night and immediately began setting up the cranes,” said Davis.



First, a 120-USt Liebherr LTM 1100-4.2 all-terrain crane helped to assemble a temporary barge system. In the absence of the causeway, the barge would be used to carry rescue vehicles, other emergency equipment, and supplies to the island. Next, a 265-USt Liebherr LTM 1220-5.2 was erected to help load the barge. ALL Crane also supplied a Terex RT 555, a 55-USt rough terrain crane, in the early days to provide



continued on page 44

On September 24, President Joe Biden approved a state of emergency declaration for Florida. Mandatory evacuation orders were issued for parts of multiple counties.





“You can see all the pictures in the world, but you can’t even fathom the devastation until you see it with your own eyes.”

continued from page 43

assistance with moving material. The barge was then pulled by tugboat to Sanibel Island. (A separate drive-off dock had been erected on the island’s shore to receive and dispatch the deliveries.)

Construction of the temporary barge was completed October 1, and relief work began immediately following. The ALL team remained at the site for two weeks.

But this obviously is a story about more than delivering cranes to a hurricane-ravaged part of the state. It’s about the resilience of that state and its people.

“One of our operators arrived at the site and told me, ‘You can see all the pictures in the world, but you can’t even

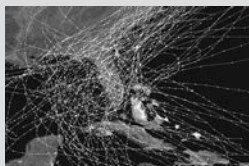
fathom the devastation until you see it with your own eyes,’” said Cody Johnson, general manager of ALL Crane Rental of Florida.

“A resident pointed to an 18-foot tall building and said he saw a storm surge go right over it,” said Davis. “I saw a 400,000 pound shrimp boat that had been thrown on top of an SUV. It’s hard to imagine the type of force required to send something that heavy that far inland. What these residents have lost is unfathomable.”

“Our guys went willingly into the unknown,” said Johnson. “It says a lot about their character.” **ALL**



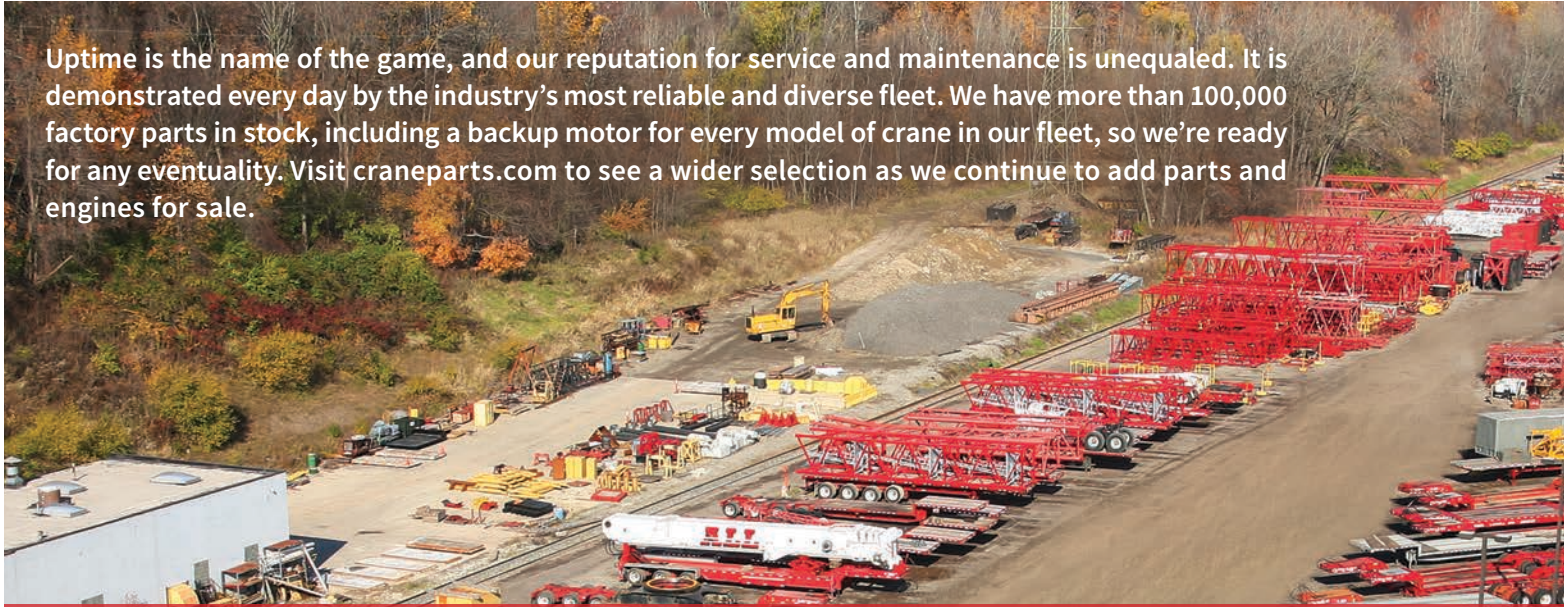
To assist in the relief efforts, ALL Crane sent a 120-UST Liebherr LTM 1100-4.2 to help assemble a temporary barge system, a 265-UST Liebherr LTM 1220-5.2 to help load the barge, and a 55-UST Terex RT 555 to provide assistance with moving material.



More than **41 percent** of hurricanes in the United States have made some sort of landfall in Florida.

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Grove Jib Inserts Part #LBFIXJIB, Fits Crane Models: RT880E, RT890E, RT890E3, RT900E, TMS900E, TMS990E-10, TMS9000E, GMK4075, GMK4100. **POR**



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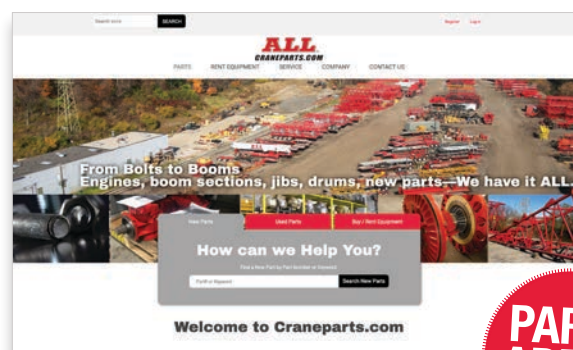
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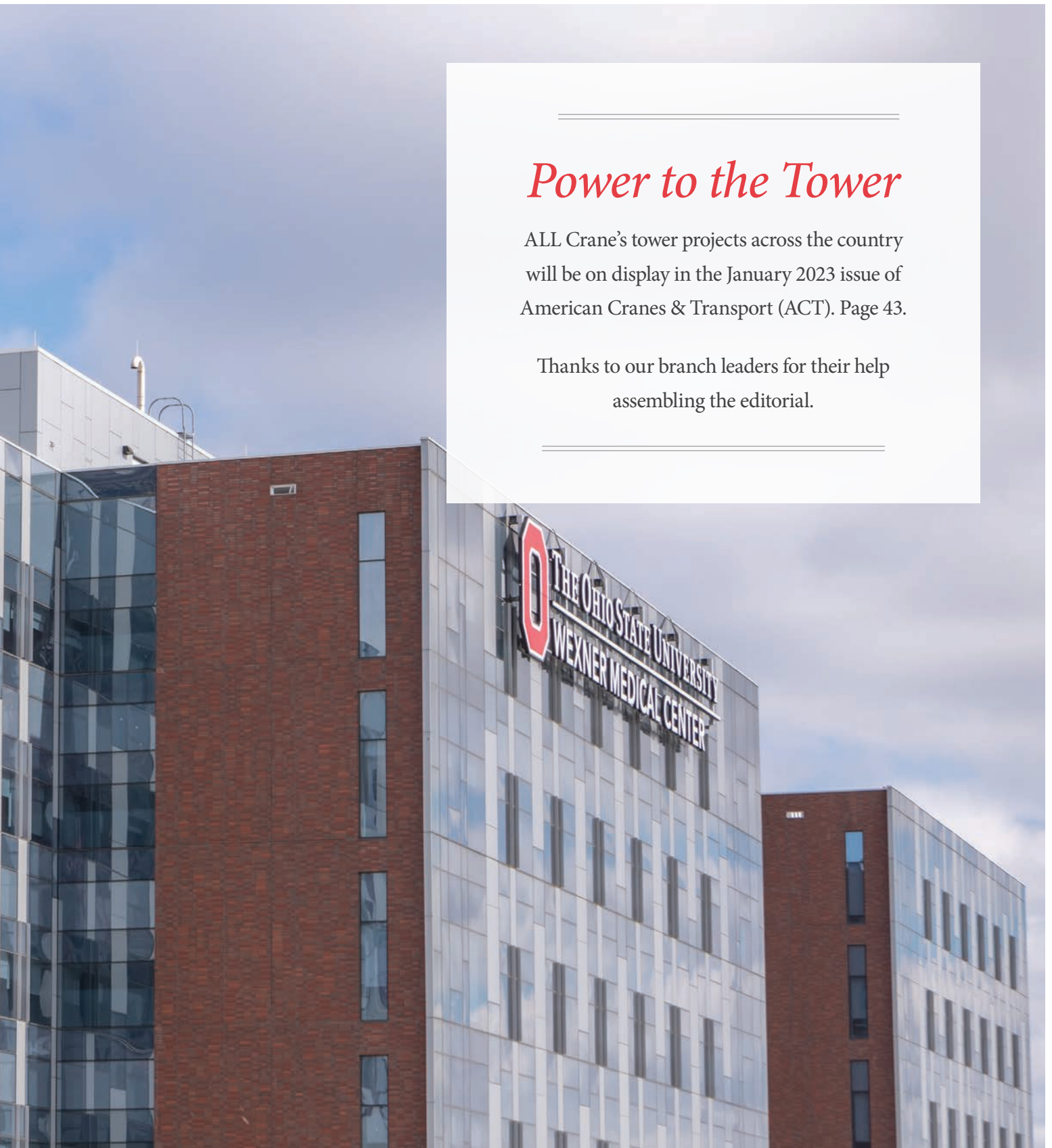
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Power to the Tower

ALL Crane's tower projects across the country will be on display in the January 2023 issue of American Cranes & Transport (ACT). Page 43.

Thanks to our branch leaders for their help assembling the editorial.



CONEXPO 2023 COUNTDOWN:

ALL Family of Companies Expected to Strengthen Fleet



ALL Crane Link-Belt acquisition at CONEXPO, 2020.



The first CONEXPO was held in Columbus, Ohio, in 1909. The first CON/AGG was held in Detroit, Michigan, in 1928.

In 1996 the two shows merged, creating CONEXPO-CON/AGG, a show so big only Las Vegas can contain it.

This is the premier equipment event globally and the only one held in North America.

Occurring every three years, the industry waits for what is new. But not ALL.

We've been hard at work since 2020, when COVID famously scuttled that year's event. Lift equipment leaders tap our product knowledge and unparalleled field experience to help prepare key technologies they will unveil at the trade event.

We are proud of this partnership and join these titans in their booths.

To schedule a meeting with any of our assembled team, please coordinate through Josh Bacci via email.

Josh.Bacci@allcrane.com



www.allcrane.com