AMERICAN CRANES & TRANSPORT

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Official

domestic magazine of the SC&RA

JOB ROUNDUP Specialized rigging p39

INDUSTRY SPOTLIGHT Wind trailers p27

RIGGING MATTERS Ground conditions p23

Crawler crane outlook

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Market is 'strong but complicated'

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L Editorial

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14269 N 87th Street, Suite. 205, Scottsdale, AZ 85260, USA 480 779 9969 americas@khl.com anufacturers that produce crawler cranes for the North American market are in lockstep agreement that uncertainty is causing problems. But the good news is that none of the OEMs we queried actually described the current crawler market as bad. Stable, strong and growing are some of the terms they used. It was even called "complicated." But what is causing the uncertainty? Tariffs was the consensus. Other geopolitical factors are impacting the market, and yet, there is still a cause for optimism. Markets that are doing well include infrastructure, large manufacturing facilities, data centers and petrochemical and power plants. Our annual Product Focus: Lattice Boom Crawler Cranes has all the details.

As the crawler crane OEMs noted, the wind power market is not doing as well as projected, mainly because of regulatory directives. Still, wind trailer OEMs are optimistic that the market for wind trailers will remain strong due to existing wind farm maintenance and repowering. Twenty years ago, wind power developers and contractors made do with trailers and transport systems that were not geared to hauling wind tower components. But today, there are many wind-specific trailers and transporters that make hauling these components easier, safer and more efficient. Several of these products are featured in our Industry Spotlight: Wind Power Trailers.

Last month we presented our *ACT 100* list of North America's top crane-owning companies. At the top of the list was Maxim Crane Works, which has held that spot for 20 years. This month our Q&A is with Maxim's Larry Lis, who has spent his entire career with the company. He provides interesting insight into the market and how Maxim has reset its business and refreshed its fleet over the past few years.

Kris Koberg offers some important information about ground bearing pressure in our Rigging Matters column, and there's a job roundup of projects using specialized rigging.

Hannah Sundermeyer wrote a Site Visit about her trip to Arkansas to Engineered Rigging's Equipment Showcase, and she also previews the SC&RA Crane & Rigging Workshop, that will be held in Indianapolis in September.

Here we are in the middle of summer and temperatures are soaring. Now is as good a time as any to tell us what's going on with your jobs, equipment and people.

D.ANN SLAYTON SHIFFLER Editor

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IC-1 Remote IC-1 Remote gives you access to advanced real-time diagnostics and much more.

Easy rigging

77 TADANO

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ALEX



Tadano's new CC 78.1250-1 lattice boom crawler crane was launched in April at Bauma. See our Product Focus Crawler Cranes starting on page 32.



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Official domestic magazine of the SC&RA

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Establishing a minimum ground bearing capacity and communicating it to the controlling entity is not just a technical consideration, it's a critical safety issue. Kris Koberg discusses.



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The North American wind power market is in a state of flux, but maintenance and repower are keeping wind-specific trailer OEMs in business. D.Ann Shiffler reports.



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Uncertainty in several markets has complicated the lattice boom crawler crane market, but OEMs are still optimistic. D.Ann Shiffler reports.

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Using a wide array of trailers and transport systems, plus it's BTI 1945 deck barge, Berard Transportation hauled three boiler components along a complicated route.



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Tighter language rule enforcement may impact fleet compliance and operations. Joel Dandrea discusses.

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🗕 🗖 On May 30, 2025, a

m

devastating fire engulfed the

historic St. John the Baptist

Catholic Church in Maria

Stein, OH. The following

day, **PSC Crane & Rigging**

was enlisted to assist in the

recovery efforts, specifically

to safely remove and preserve

the church's iconic bells from

church, which was undergoing

the damaged steeple. The

renovation. is a cherished

landmark built in 1889 and

known for its architecture.

US Army orders Broshuis trailers from Oshkosh

shkosh Defense, based in Oshkosh, WI, has received a \$27.6 million order from the U.S. Army for 55 medium equipment trailers. The METs are designed and built by Dutch trailer manufacturer Broshuis in the Netherlands. Oshkosh said the MET "supports the Army's modernization efforts and meets evolving logistics and transport demands."

MET is a six-axle drop deck trailer hauled by the Oshkosh Enhanced Heavy Equipment Transporter System (EHETS)

Broshuis builds the medium equipment trailer (MET) for Oshkosh to supply to the U.S. Army. PHOTO: OSHKOSH DEFENSE



M1300 tractor. It is used to transport combat vehicles weighing up to 60 tons. These include the Bradley armored multi-purpose vehicle (AMPV), Paladin selfpropelled howitzer and field artillery ammunition support vehicles (FAASV).

The MET design meets European Highway Road Network Accessibility (RNA) requirements for payloads up to 45 tons, Oshkosh said. The trailer's adjustable height hydraulic suspension helps it cope with 4-meter tall overpasses and to ford water obstacles.

The trailers will be produced by June 2026.

BOSS Crane expands in Texas, Florida

Bennett On-Site Services, operating as BOSS Crane & Rigging and an affiliate of the Bennett Family of Companies, has expanded its geographic footprint, service areas and capabilities with the opening of two new locations in Orlando, Florida and Midland, Texas.

BOSS has opened a leased

property located at 9591 Recycle Center Road in Orlando, Florida. This site includes a 2.5-acre yard and strengthens BOSS' presence by enabling its team to better serve clients and execute complex projects throughout the region. In addition to the yard, the BOSS team also operates out of a nearby rented office facility. BOSS has also expanded its Texas reach with the opening of a new location at 8801 West County Road 127 in Midland, Texas. This 7-acre facility establishes a strong operational hub in West Texas, further enhancing BOSS' capabilities and accessibility across key markets, the company said. "As we enter the second half of 2025, we are confident in our position to deliver exceptional crane and rigging services to our clients across the southeast with lifting capacity from 8 to 900-ton cranes," said Thomas Baldree, executive vice president, BOSS Crane & Rigging.

CICB's new Texas facility

CICB opens new facility in Deer Park, TX

Crane Inspection & Certification Bureau (CICB) has officially opened the doors to its new state-of-the-art training center in Deer Park, TX, offering a nextgeneration educational experience for crane operators, riggers and lifting professionals.

The new location includes six high-tech classrooms, a crane operation simulator and expansive practice zones outfitted with the latest rigging and lifting equipment. The Deer Park location joins CICB's existing training centers, reinforcing its commitment to advancing crane and rigging education.

"We have assembled a team of industry veterans with extensive experience across a variety of sectors," said John O'Connor, Texas general manager, CICB. "Their expertise enhances the training experience, ensuring that each session is both informative and applicable to real-world scenarios."

CICB's Deer Park location is specifically designed to support a wide range of training needs across the crane Industry, including preparatory training



and testing for CCO certification. In addition to foundational and advanced certification courses, the center offers custom training



The program will raise funds for veterans through donation matching, limited-edition shirts, symbolic challenges and employee support.

Supporting veterans

Manitowoc, MGX Equipment Services and Aspen Equipment have launched a new initiative. Empowering Warriors & Raising Hope, to raise funds and awareness for veterans living with PTSD. Proceeds will benefit Camp Hope, a Houston-based treatment and housing facility run by the PTSD Foundation of America.

Spearheaded by Manitowoc's Veteran Employee Resource Group, the campaign features a series of events centered around the number 22. the average number of U.S. veteran suicides per day. On June 26, employees at Manitowoc's Shady Grove campus will walk 22 laps, with a Grove TMS800-2 crane hoisting the American and military branch flags at the start and finish line. The Manitowoc Foundation will match all donations and shirt sales up to \$25,000.



programs tailored to companyspecific equipment, jobsite challenges and compliance requirements.



The Utility Expo will be held at the Kentucky Exposition Center in Louisville October 7-9, 2025.

Utility Expo 2025 expands with competitions

he Utility Expo is heading to the Kentucky Exposition Center in Louisville October 7-9, 2025, bringing with it several new features. The event, hosted every two years by the Association of Equipment Manufacturers (AEM), is the gathering place for industry leaders, with over 900 companies showcasing the latest innovations, equipment and solutions for the utility and construction industries.

"The Utility Expo has

earned its reputation as the premier gathering place for utility professionals and contractors who are serious about growing their businesses and their expertise," said Brianne Somers, show director of The Utility Expo. "We're excited to bring the industry back together in Louisville this October and deliver an experience that helps move this industry forward."

In addition to hands-on equipment test drives and interactive demonstrations,



the Utility Expo will feature daily educational sessions.

The September issue of ACT will feature a preview of the event and the October issue will feature a full show guide of equipment that is pertinent to the crane, transport and specialized transportation sector.

For information about registration and accommodations please visit www.theutilityexpo.com.

Potain cranes power Canadian subway expansion

A fleet of five Potain tower cranes is playing a vital role in the construction of the Broadway Subway Project in Vancouver, Canada. The \$3-billion infrastructure initiative will extend the city's SkyTrain service by 3.5 miles. The cranes, one MDT 389 L16 and four MDT 219 J10s, are supporting the construction of six underground stations and associated infrastructure along the Broadway Corridor. The extension of the Millennium Line is expected to open in 2027 and will improve transit access to key destinations, including major

medical centers, residential neighborhoods and British Columbia's second-largest employment hub.

"The cranes' performance have exceeded expectations, providing the contractor with the confidence and reliability required for a high-visibility project of this magnitude," said Pavel Jamro, business development manager, Cropac Equipment. "The project has reinforced Potain's reputation for solid performance in critical infrastructure projects."

Both flattop cranes allow for flexibility in urban areas. The



Supplied by Cropac Equipment, the cranes have been in operation for nearly three years with minimal downtime.

MDT 389 L16 offers a 16-ton capacity and 75-meter reach, while the MDT 219 J10 has a 10-ton capacity and 65-meter radius.





 Taylor Crane & Rigging is celebrating 50 years of service in 2025. Pictured above and below are employees from the Coffeeville, KS and Tulsa, OK teams.



■ WIKA Mobile Control recently hosted its fourth annual cornhole tournament, a time of friendly competition, and employee fellowship.



SC&RA is introduced Safety Talks, a free training benefit exclusively for members. These online modules cover a range of critical safety topics, supporting OSHA compliance and essential safety knowledge.

The Mobile Launcher 2 is part of NASA's Artemis program,

aimed at returning humans to the Moon. PHOTO: ALLISON SIJERS

Sarens lifts tower segment for NASA's ML2

arens has completed the first major tower lift for NASA's Mobile Launcher 2 (ML2), supporting the Artemis IV mission to the Moon. In partnership with Bechtel, Sarens transported, rigged and installed the Mod 4 tower segment at Kennedy Space Center, kicking off vertical construction on the launch platform.

The company used its CC8800 crane, shipped in 150 truckloads and assembled on site over three weeks, along with an LR1350 crane, 24-line SPMTs and custom hydraulic systems. Despite tight site conditions and challenging weather, a four-person Sarens crew executed the lift safely and precisely.

"Sarens' heavy lifting capabilities, expertise and focus on our shared value of safety have helped Bechtel execute several critical construction operations," said a Bechtel spokesperson. "The ML2 team looks forward to Sarens' continued support as we begin stacking the remaining six tower modules, adding more than 200 feet to ML2's structural height over just a couple of months."

Church statue replaced

Northland Crane Service recently completed a precision lift at a church temple in Oakdale, MN, replacing a 1,200-pound angel statue. Two National Crane NBT6OXL boom trucks performed the job.

One of the boom trucks hoisted a crew member in a personnel basket to rig the statue, while the second crane executed the lift. The original statue was removed for refurbishment and replaced with an identical replica.

"Both boom trucks were set up with 150 feet of main boom," said Erik Peterson, owner of Northland Crane Service. "We needed strong capacity at that length, and using two of the same model streamlined our planning. We were able to lift from the driveway. We were in and out in three hours."



Two NBTGOXL boom trucks replace an angel statue.

The \$70 million renovation is scheduled for completion in early 2026.

Link-Belt crawler assists \$70 million renovation project



Superior Steel Inc. of Knoxville, TN is utilizing a Link-Belt Cranes 150-ton 238 HSL lattice crawler crane as part of a \$70 million renovation project on campus at the University of Kentucky's Scovell Hall.

Delivered and set up in early 2025, the 238 HSL is lifting 650 tons of steel into place for the renovation project. Because of the tight jobsite conditions, the crane was rigged with 160 feet of main boom and a 40-foot jib to maximize its reach and work from the east side of the building.

Superior crane operator Thomas Hughlett said the 238 HSL has handled every task required by the job seamlessly, working up to 12 hours a day.

"It's been performing great for us," Hughlett said. "It does everything it needs to do and more."

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Customer service



Alex Dahm reports on the International Tower Crane Conference in Rome that provided thought-provoking content.

he eighth International Tower Cranes conference in Rome, Italy, on June 3-4 was a strong event with valuable, thought-provoking content and extensive networking opportunities.

Hosting more than 160 delegates, the global conference is well-established as the leading event for the tower crane sector worldwide.

ITC 2025 attendees came from 22 countries in Europe, North and South America, the Middle East and Asia. More than 70 companies were represented, the majority tower crane owners from rental companies and construction contractors and the largest number being from Italy.

They were there to network with peers and to learn from the speakers in the extensive program of interesting and informational presentations. Topics tackled included engineering challenges, legislative changes, new technology, the current position and outlook for the industry, recruitment and retention of workers and more.

A range of issues were discussed, including difficulties in funding tower cranes, plus the way that lower rental rates on older equipment, after it has been paid



off, are having a negative impact on the sale of new cranes. More positively, there was mention of how increased safety and regulation can help drive demand for new cranes. New technology on the latest models enhances jobsite productivity, reliability and performance, further encouraging implementation of new or upgraded equipment.

The state of the market

Opening keynote speaker was Francesco Aiello, Terex Tower

Cranes general manager. He gave an introductory overview of change and developments in the tower crane sector. including a range of industry challenges,

Opening keynote: Francesco Aiello, Terex Tower Cranes.



from a manufacturer's perspective.

ower

The shift in construction activity in many markets, for example, where residential construction has fallen dramatically but civil work is up, requires a similar change of focus in terms of the size, type and quantity of new

equipment required from manufacturers.

Growth in industrial and energy sector construction, plus the proliferation of data centers, is also similarly affecting things. Demand for larger tower cranes, in the 500 to 1,000 tonne-meter range, is increasing while smaller models, in the 100 to 300 tonne-meter range are far less busy.

Federico Della Puppa,

head of analysis and strategies at Smart Land, talked about the way that a break in investment, resulting from global uncertainty, a lack of preparation and the non-linear economy, could be a good thing for the equipment rental industry. For a contractor renting equipment instead of buying it requires less commitment and may be a more attractive proposition, especially in the short term.

Attracting new people to enter the



Transforming the way tower cranes are powered on site was the topic of a lively discussion in the second panel session.

PHOTOS. JOE MATHER. **KHL GROUP**



crane talk



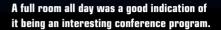
industry in terms of both recruitment and retention was a recurring topic. Tania Colatriano, CEO at Colatriano Group, and Daniela Niederstätter, board member at Niederstätter and Rentmas founder, discussed major strides made in this area, especially concerning the rapid pace of changing technology, and attracting women and young people to become part of the industry.

Owner's perspective A crane-owner's perspective on the industry was given in the afternoon keynote presentation by Philippe Cohet, founder and board vice chairman at Uperio. His focus was on the future and sustainability. Cohet outlined the Practical implementation of a remotely operated tower crane, from a 'hybrid virtual' cabin on the ground, was shown by Radius and Skyline Cockpi.

company's approach to matters of the

Challenges and solutions in tower crane engineering

environment, social responsibility and governance (ESG). For larger companies he discussed the ESG reporting element as a requirement alongside financial reporting. Cohet also flagged up the need to manage the growing demand for electricity as more and more machines on jobsites switch to electric power – an



emerging challenge in the industry. Issues surrounding legislation were discussed in the round table session on engineering challenges in the sector.

In January 2027, the newly revised machinery regulation EN 14439 takes effect and the existing DIN and FEM standards will be obsolete. With this and other regulatory changes their implementation on existing cranes will be a challenge for manufacturer.

The day before the main conference included a tour of Rome's major monuments combined

with an interesting site visit, courtesy of construction contractor Ricci, working on a new luxury hotel, the Aldrovandi in Villa Borghese.

Look out for more reporting on the event, further articles and the presentations, all coming soon.





Abouetezz usiness t&product



Head of Tower Cran Center & Solutions Liebherr Tower Cran



ROUND TABLE





rice President Marketing and Development Tower ane, Potain. Representing CECE and EN 14439

The engineering challenges panel discussion highlighted potential issues with the upcoming revision of the EN 14439 standard.

TOWER CRANES NORTH AMERICA

Save the date

In partnership with SC&RA, Tower Cranes North America is scheduled for June 10-11 2026 at Music City Center in Nashville, TN. TCNA will start with a networking reception on June 10, a full-day conference on July 11, including a tabletop tradeshow, networking lunch and closing reception.

KHL and SC&RA have started planning the program and welcome input from the tower crane sector regarding topics of interest and suggestions for suitable speakers.

Please contact International Cranes and Specialized Transport editor Alex Dahm (+44 1892 786206) or American Cranes & Transport editor D.Ann Shifler with your ideas and suggestions at alex.dahm@khl.com or d.ann.shiffler@khl.com.

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Leadership

and lifting



Take a closer look at what's in store for SC&RA's Crane & Rigging Workshop held September 23-25 in Indianapolis, IN.

he 2025 SC&RA Crane & Rigging Workshop is set to return September 23-25 in Indianapolis, IN, bringing together innovators and professionals from across the crane and rigging industry for three days of collaboration, education and networking.

Designed to address the real-world challenges and opportunities facing today's crane and rigging companies, this year's agenda is stacked with insightful sessions, hands-on learning and expert panels that reflect the sector's most urgent topics. Everything from cultivating company leaders and safety strategy to emerging marketing trends and insurance risk management will be covered.

The Workshop kicks off Tuesday afternoon with the Tower Crane Committee meeting. First-time attendees are invited to a dedicated briefing at 5:30 p.m., designed to help newcomers navigate the event and make the most of their first SC&RA experience.

Workforce focus

The main event begins Wednesday morning with a continental breakfast, followed by committee meetings covering Safety Education and Training, Labor and Governing; giving members a voice in the association's direction and priorities.

The afternoon's Opening Session,





The Workshop will bring together crane and lifting professionals for a three-day event.

"Take Me to Your Leader," dives into one of the industry's biggest concerns: developing future leaders from within. Moderated by Jim Sever of PSC Crane & Rigging, the panel features Patrick Lewis of Superior Cranes and Barnhart's David Webster, who will share strategies for recognizing high-potential talent, onboarding with purpose and fostering peer-driven recruitment.

Operational

a min

insights Breakout sessions follow, with attendees choosing between:

- "When Your Operator Becomes a Driver" – a practical look at how driver qualifications, insurance costs, and marijuana policy intersect on the jobsite, presented by Tyrone Silva, DUAL North America, and Kent Miller, National Interstate.
- "Navigating Marketing Trends for Tomorrow's Success" – a future-focused session led by Emily Beardall, FMI, on how to evolve your business development strategy to stay competitive.

A networking break sets the stage for another round of concurrent breakout sessions. Jordan Casey of Brasfield & Gorrie will walk through the lifecycle of tower crane assembly and disassembly in his session on planning for safety success, while Jon Alberson, Means & Methods Engineering, and Brooks Nunley, Kennedy Wire Rope & Sling, will present a deep dive into below-the-hook lifting devices, from design and procurement to field use. The day will wrap up with "The Pit

Stop," an Indy

500-themed reception sponsored by DUAL North America and Link-Belt Cranes. Attendees will have the opportunity to refuel with good conversation, connect with colleagues and gear up for the rest of the event.

CRANE & RIGGING PREVIEW

The Exhibit Center always promises a packed house.

Thursday kicks off early with breakfast and a fan favorite: SC&RA's Rigging Jobs of the Year. This year's winners Barnhart, Mountain Crane Service and Bragg Companies will present detailed case studies highlighting technical ingenuity and safety excellence in the field.

The keynote session, "Strategic Insights: Adapting to Evolving Market Trends," follows with Mike Clancy of FMI offering an economic forecast and strategies for diversification in a shifting marketplace.

Safety strategies

Breakout options later that morning include:

- "Up & Down Safely" a session on OSHA fall protection rules and equipment inspection led by John Glinski, Crane Training and Safety Consultants.
- "Lifting Through the Fog" a timely look at insurance trends, upstream contract risk and smarter broker relationships featuring a powerhouse



The First Timers event is designed to help newcomers navigate the workshop and make the most of their first SC&RA experience.



panel from Cameron Boots, Gallagher Crane Division, Rick

Emery, Emery & Karrigan and Randy Proos, USI Insurance.

After networking and lunch in the Exhibit Center, home to 90 top manufacturers, insurers and technology providers, attendees will reconvene for a policy-focused session on OSHA and the New Administration, presented by attorney Michael Rubin of Ogletree Deakins. With federal oversight shifting under the Trump Administration, this session will provide the latest updates and compliance strategies for crane operations.

Closing the day's educational sessions is "Near Misses, Lasting Lessons," a candid, high-impact discussion led by industry veterans including Scott Bragg, Bragg Companies; Mike Knott, Phoenix Crane; and Peter Juhren, Morrow Equipment. Their stories offer a powerful reminder





The Workshop offers plenty of networking opportunities and education sessions.

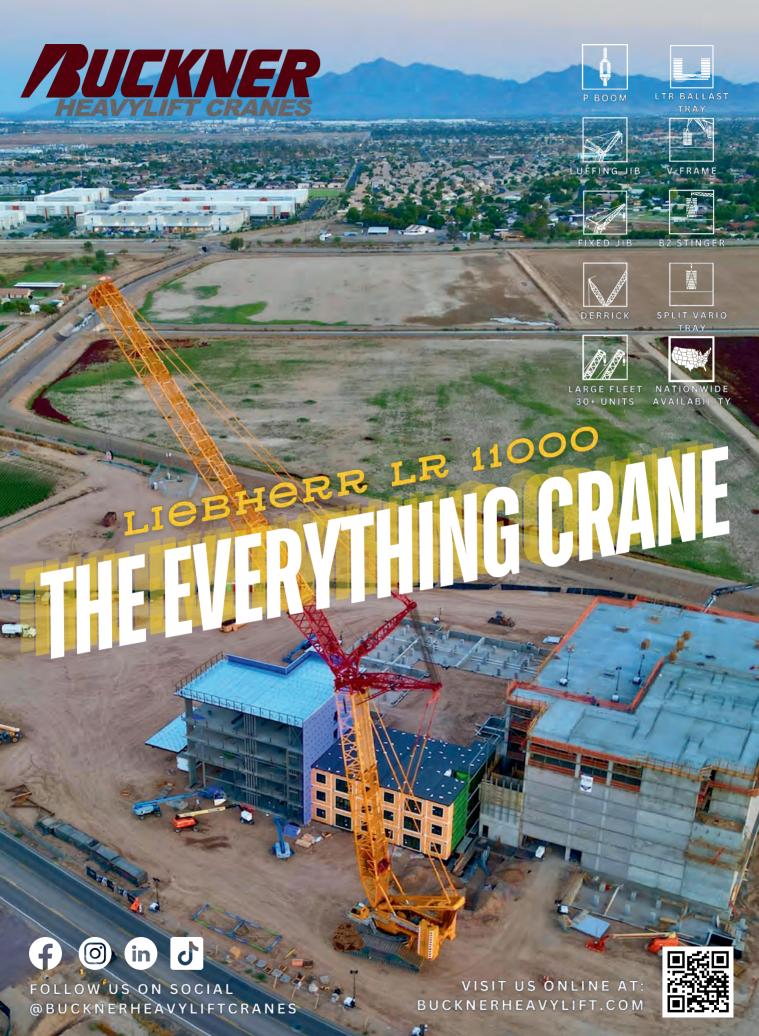


of the importance of learning from close calls and fostering a culture of continuous improvement.

Shared success

Attendees will cap off the workshop with a well-earned toast at the Oktoberfest-themed Hops & Handshakes closing reception.

For the latest information, including schedules, exhibitor lists and registration, visit www.scranet.org/crw2025.



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ENGINEERED RIGGING SITE VISIT

ENGINEERED

RIGGING

Engineered Rigging welcomed over 100 guests from across the U.S. and worldwide.

2

6



An Enerpac SBL600 hydraulic gantry greeted attendees at the entrance of the showcase.



Hannah Sundermeyer reports from the 2025 Engineered Rigging Equipment Showcase in Russellville, AK.

Power play

ucked away in the industrial heart of Russellville, Arkansas, Engineered Rigging's Service Center may seem unassuming at first glance. But behind its doors lies a powerhouse of innovation and heavy lifting expertise.

As Director of Business Development John Kuka put it, the company isn't afraid of the "weird and the wild." In fact, it excites them.

Interative stations

Held June 10-12, over 100 guests were welcomed to Engineered Rigging's service center for the company's Equipment Showcase. The open house-style event featured a live demonstration of a hydraulic cylinder test and a presentation on the advantages of preventive maintenance. Attendees then rotated through eight interactive stations, where they saw key equipment in action, including the 1,100-ton Jack-Up System, 600-ton hydraulic gantry, strand jacks, hydraulic turntable, ring climbing cylinders and more.

The Enerpac brand shines, literally, in the Arkansas sun.



The open house-style event featured a live demonstration of a hydraulic cylinder test.

"We're proud to open our doors and demonstrate the capabilities of our equipment in a hands-on setting," said Christopher Cox, president of Engineered Rigging. "Events like this give us the opportunity to connect directly with our clients, partners and peers – and to

>18

showcase the innovation and expertise that drive our solutions."

Engineered Rigging serves as an authorized Enerpac dealer, and plenty of Enerpac team members were in attendance to demonstrate a variety of their heavy lifting equipment.

Knowledge share

"Thank you to our friends at Engineered Rigging for hosting another outstanding event showcasing so many great products from Enerpac," said Pete Crisci, commercial manager, Enerpac. "This year highlighted the JS250 Jack-up System capable of lifting 1,100 tons up to 10 meters and the SBL600 Gantry capable of lifting over 400 tons up to 10.5 meters. The



ER's Jekko mini crane was demonstrated.

SBL600 will be kept at Engineered Rigging and available for immediate sale."

The showcase served not only as a technical demonstration but also as a platform for networking and knowledge sharing among engineers, contractors and heavy lift professionals. With equipment on hand and experts available to answer questions, the event reinforced Engineered Rigging's position as a key provider of turnkey lifting solutions and specialty equipment sales, rentals and engineering services.



Engineered Giving launched its first fundraising campaign for the Arkansas River Valley Food 4 Kids summer program.



Highly organized and orderly, Engineered Rigging's Service Center is nestled in an industrial park in Russellville, Arkansas.

Engineered Giving

Engineered Rigging has launched a new nonprofit organization, Engineered Giving. This philanthropic arm is dedicated to elevating the company's commitment to charitable endeavors.

"Giving back has always been an important part of our culture at Engineered Rigging," said Christopher Cox, president. "With Engineered Giving, we're taking a more structured approach to our community

outreach as a way to make a meaningful and lasting difference in the lives of others." In addition to providing volunteer support to local initiatives, Engineered Giving will contribute financially to initiatives related to education, food insecurity and more. The organization will initially focus its efforts in Arkansas and Indiana, where the company has offices.

To celebrate the launch of Engineered Giving, the organization launched a fundraising campaign for Arkansas River Valley Food 4 Kids (RVF4K) summer program. The campaign was held during Engineered Rigging's Heavy Lifting Equipment Showcase in Russellville, Ark. In addition to Engineered Giving's \$7,500 grant to sponsor summer meals for 100 local school children who face hunger, participants at the Showcase donated money for a combined impact of \$14,155. Engineered Rigging team members presented the check to RVF4K's executive director and board members on June 12, (pictured above).



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Growing with Maxim

hile it's not often you run into a person who has spent his entire career with one company, it does happen, and more so in the crane business. Larry Lis is one of those people who has devoted his entire career to one company, Maxim Crane Works, which he joined in 1999 as a sales representative.

Through the years, he has had the opportunity to lead across every corner of the company's business, from sales and operations to regional leadership.

In 2012, he was appointed regional vice president of Maxim's northeast region, and then in 2016, he assumed the same position in the Midwest region. When Maxim began a fleet refresh strategy, he was named vice president of fleet management. In 2024, he stepped into his current role as chief operations officer.

"It's been a privilege to grow with the company and contribute to its evolution," Lis said.

For 20 years, Maxim has been the largest crane-owning company in North America, spending 20 years at the top of the ACT1OO. While the company's fleet size has grown and retracted, it has always been substantially larger than any other crane company in the United States. Beyond the cranes, Lis has always been one of Maxim's best assets, a man who is revered and respected for his knowledge and business acumen. He's a straight shooter and a good guy. Read on.

AS THE LARGEST CRANE-OWNING COMPANY IN NORTH AMERICA, MAXIM HAS BEEN THROUGH A RESET OVER THE PAST THREE YEARS. WHAT HAS THIS RESET INVOLVED?

We've been undergoing a full-scale business transformation that touches every aspect of our organization. Since 2022, we've been executing a long-term fleet refresh strategy – an unprecedented investment in both cranes and support assets. This transformation includes not only equipment but also our systems, technology and processes. We've Maxim COO **Larry Lis** leads with knowledge and dedication. **D.Ann Shiffler** reports.

modernized how we operate through a company-wide paperless initiative, enhanced safety and training protocols and made a deeper commitment to operational excellence. The transformation has been about building the foundation for sustainable growth over the long term while continuing to deliver unmatched value to our customers.

WHAT DISTINGUISHES MAXIM IN THE MARKETS IT SERVES?

What really sets Maxim Crane apart is how we leverage our national presence and scale. We're not just the largest. We operate as one unified team with a national footprint and strong local responsiveness. That allows us to deliver with consistency, safety and speed, whether it's a single crane rental or a complex, multi-state lift plan.

We also offer best-in-class insurance coverage and risk management for our and truly end-to-end solutions, from planning and engineering to heavy haul, crane rental and ongoing customer service. It's that combination of scale, expertise and service that makes us a onestop shop and a reliable partner to our customers across the country.

FOR A COMPANY AS LARGE AS MAXIM AND WITH A FLEET SO LARGE AND COMPLEX, HOW DO YOU APPROACH LONG-TERM PLANNING?

Long-term planning at Maxim is a collaborative, data-driven process. We continuously evaluate our fleet, customer demand and regional market trends. But it's also about aligning people, technology and assets. Every major decision – whether it's capital allocation, geographic expansion or technology investment – is grounded in strategy, not just short-term gains. We look five to ten years out, ensuring we're not only meeting today's needs but preparing for tomorrow's opportunities.

A good example of this is the diligence we've put into our fleet refresh strategy. Our goal is to meet our customers with turn-key lift solutions in their industries and ensure that Maxim has the right crane in the right place at the right time to serve the most dynamic projects. We've focused on purchasing fungible assets that can work across our core customer verticals of building, industrial and infrastructure.

SPECIFICALLY, HOW DOES MAXIM ADDRESS FLEET REFRESHMENT?

We treat fleet refreshment as a strategic initiative, not a reaction to market conditions. It starts with data – fleet performance, age, utilization, safety metrics and customer demand. Then we layer in market intelligence and operational feedback to determine what to retire, redeploy or replace, while prioritizing return on investment as a guiding principle. This disciplined approach ensures we have the right mix of assets in the right regions and branches, optimizing both operational performance and financial outcomes.

We also look across our customer verticals at the demand for various types and classes of cranes to ensure the right asset is available in the right place at the right time. In addition, we actively partner with our OEMs to find innovative ways to execute our fleet refresh strategy. For example, we partnered with Manitowoc on a rebuild project for our 2250 fleet. It was an initiative that allowed us to bring high-demand machines back to market through a cost-effective program



that enhances fleet capabilities while managing investment levels.

WHAT ARE THE DETERMINANTS? FLEET ASSESSMENT, WHAT TO SELL, WHAT TO KEEP, KNOWING WHICH MARKETS NEED WHICH CRANES, PURCHASE TIMING, ETC.?

Fleet assessment is ongoing and multifaceted. We evaluate performance metrics, total cost of ownership, asset age and technological capability. As assets age, we recognize that financial performance deteriorates – older equipment becomes less reliable, more costly to maintain and less competitive in the market. This reality is a key driver in our assessment process.

We also closely analyze regional demand profiles to ensure we're investing in the right types of equipment for each market and looking at fungible assets that have applications market-to-market and industry-to-industry. Timing is critical: we place orders strategically to ensure continuity of service, avoid supply chain delays and align fleet deployment with seasonal and regional cycles. Through these efforts, we are strategically reducing the age of our crane fleet to bring a more modern, reliable and diversified fleet to the market.

IS THERE A CAPACITY RANGE, OR EVEN BRAND, IN WHICH MAXIM CONCENTRATES ITS PURCHASES/INVESTMENTS?

Our strategy strikes a balance between breadth and specialization. We invest across the full capacity spectrum to meet a wide range of customer needs, from carry deck cranes to some of the largest crawler cranes in North America.

Over the past four years, we've invested over \$800 million in capital expenditure, with a significant portion dedicated to refreshing and expanding our fleet. This includes investments in all-terrain cranes in the 40 to 900-ton range, rough terrain cranes in the 80 to 165-ton range and crawler cranes from 150 to 1,375 tons.

In the tower crane segment, we're right sizing our fleet to align with customer demand, including the strategic acquisition of the Sims Tower Crane Division.

From top to bottom, we're modernizing our fleet through an unprecedented level of capital investment.

IT'S MY UNDERSTANDING THAT THE CRANE MARKET IS CURRENTLY VERY COMPETITIVE. HOW DOES MAXIM ADDRESS COMPETITIVE MARKETS?

We view competition as an opportunity to differentiate through service, safety and reliability. Our investments in fleet, technology and operational excellence are not just about having the newest equipment, they're about delivering consistent, worry-free outcomes for our customers. Whether through our national footprint, our industry-leading insurance program or our value-added services like in-house engineering, several differentiators position Maxim as the leader in a competitive crane market.

HOW DO YOU CHARACTERIZE THE CRANE RENTAL MARKET CURRENTLY? THROUGH 2025?

The market remains healthy with strong demand across infrastructure, energy and industrial sectors. We're optimistic about 2025, particularly given the continued investments in public and private infrastructure. While we remain vigilant about economic fluctuations, we expect steady demand and continued opportunities for growth, especially as customers prioritize partners who can deliver reliability and scale like we do.

WHAT KEEPS YOU ENGAGED IN THE CRANE INDUSTRY?

This industry is built on relationships, problem-solving and precision – and that keeps it exciting. I truly believe Maxim has the best team of experts in the industry, and I'm proud of the work we're doing here at Maxim. It is transformational for us and we believe for the industry as a whole.

WHAT IS YOUR BUSINESS PHILOSOPHY?

At Maxim, safety is the foundation of everything we do. Our business philosophy is to lead with integrity, prioritize the safety and well-being of our people and customers and never stop improving. We believe operational excellence isn't a one-time achievement – it's a continuous commitment. By empowering our teams, listening to our customers and embracing innovation, we foster a culture that delivers results safely, reliably and consistently.

What really sets Maxim Crane apart is how we leverage our national presence and scale. We're not just the largest. We operate as one unified team with a national footprint and strong

local responsiveness.

LARRY LIS, Chief Operating Officer, Maxim Crane Works

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RIGGING MATTERS

Kris Koberg discusses how ground bearing capacity is a technical consideration and a critical safety issue.



The ASME P30.1-2024 standard and OSHA regulations provide a clear framework of ground stabilization measures that must be implemented.

Stable ground

Most crane rental companies do not use a standard approach to determine the area or type of supporting materials they send with the crane.

Ground responsibility

OSHA 1926.1402(b) specifies that the Controlling Entity (CE) is responsible for the ground, and they must provide ground conditions that are drained and graded so that, in conjunction with supporting materials, the equipment manufacturer's specifications for adequate support and degree of level are met. 1926.1402(e) further clarifies: If the Assembly/Disassembly (A/D) director or the operator determines that ground conditions do not meet the requirements (paragraph (b) noted above), then the person's employer must have a discussion with the controlling entity regarding the ground preparations that are needed so that, with the use of suitable supporting materials/devices (if necessary) to ensure the requirements in paragraph (b) can be met.

However, most crane work is hired as taxi-service, and the ability to appropriately determine the allowable ground bearing pressure is not a reality. One lift planner recently said, "If you are given an Allowable Ground Bearing Pressure, you should run out and buy a lottery ticket, because it's your lucky day!"

Properly supporting equipment to protect people, equipment and worksites is a two-way street. The crane rental company has a duty to communicate key information to the CE. And the CE has a duty to communicate information to the crane rental company. To help foster clear communication between all parties, crane rental companies should be encouraged to establish and provide the required ground bearing capacity to safely perform the work. Establishing a minimum required ground bearing capacity is a best practice now recommended by industry insurance companies and is gaining traction among crane rental companies nationwide.

Wake-up call

Much of the litigation concerning ground conditions has resulted in a loss for the crane rental company when they did not specify a required ground bearing capacity. These results should be a wakeup call for equipment providers to specify their required ground bearing capacity in their quotes, bids, job tickets and any other documentation they provide. Establishing a minimum ground bearing capacity is essential to reducing risk, enhancing collaboration and mitigating risk. **ALLOWABLE GROUND BEARING CAPACITY. The** basic approach to establishing the ground bearing capacity you need is to define a maximum ground bearing pressure that the equipment will exert. The good news is that the inputs are straightforward. Simply put, the result of dividing the Force (Outrigger Reaction Force) by the Area (Supporting Materials) will be the maximum ground bearing pressure exerted on the ground. Let's work with each variable.

p to 90 percent of crane-related accidents can be attributed to human error, with 54 percent of incidents due to improper outrigger use. This statistic, provided by the Crane Inspection & Certification Bureau (CICB), highlights the importance of ensuring that outriggers are properly deployed, ground conditions are assessed and adequate supporting materials are used to distribute outrigger loads effectively.

Here are the primary issues:
 Controlling Entities (CEs) are responsible for the ground.
 Typically, an allowable ground bearing pressure is not provided to crane rental companies.

3 Most crane rental companies typically do not specify the ground strength required for safe operation, leaving this essential detail to the discretion of the contractor they work for.

THE AUTHOR

Kris Koberg is president and CEO of DICA, a family-owned manufacturer and distributor of supporting materials, ground protection, site access mats

and associated products. He is active in industry initiatives, including ASME P30 committee, North American Matting Association technical committee, and he recently chaired the SC&RA task force to create "A Guide to Outrigger Pad Materials, Selection and Usage."

FORCE (OUTRIGGER REACTION FORCE).

The force will either be the maximum outrigger reaction force for the crane, or the maximum outrigger reaction force that is reduced by a factor based on any operating limitations you may establish. An adjustment can be considered if the crane is configured with something less than the maximum counterweight. Another example of an adjustment can be considered is if the use of the crane is limited to a lower percentage of the chart. Establishing a Peak Outrigger Reaction force based on your guidelines for each crane you own is step one to standardize and simplify the selection of supporting materials and the establishment of a

minimum ground bearing capacity. **AREA (SUPPORTING MATERIALS).** The area you use to distribute the force to the ground is an essential second step. The minimum area would be the area of the outrigger float. As noted above, OSHA does not mandate the use of supporting materials. However, supporting materials must be used to ensure that the "manufacturer's specifications for adequate support and degree of level are met." Using supporting materials for all lifts is highly recommended. With that said, the area of supporting materials can be established based on the minimum ground bearing capacity, or the ground bearing capacity can result from the supporting materials'



area. We encourage you to be intentional and base the area of supporting materials on the minimum ground bearing capacity. Below is an example of the approach. INPUTS AND DECISIONS:

The Maximum Outrigger Reaction Force for the crane is 100,000 pounds

2 You determine that the reaction force will not exceed 75 percent of the maximum based on your operational limitations.

3 You have established a maximum ground bearing pressure of 3,500 psf. **RESULTS:**

Define the Force. In this case, you would multiply 100,000 pounds 75 percent. The resulting force for this calculation is 75,000 pounds. (100,000 x 75 percent = 75,000 pounds)

The force of 75,000 pounds divided by the maximum ground bearing pressure of 3,500 psf is 21.5 square feet. (75,000 pounds / 3,500 psf = 21.5 sf)

Now you need to do two things. First, a qualified person needs to determine the appropriate materials, thickness of materials, or system design to effectively distribute the loads and pressures to the intended levels. Supporting materials manufactured from materials such as steel, wood, and synthetic material, that are in good condition, should be used to distribute loads over the minimum area to reduce the chances of ground failure. ASME P30 has outlined several methods for material evaluation in its non-mandatory appendix. Second, communicate to the CE that you require a supporting surface capable of safely supporting ground bearing pressures of 3,500 psf.

Establishing a minimum ground bearing capacity and communicating it to the CE is not just a technical consideration; it's a critical safety issue that demands shared responsibility, clear communication, and adherence to standards. The ASME P30.1-2024 standard and OSHA regulations provide a clear framework, but it's up to every stakeholder – from the controlling entity to the crane provider, lift planner, and engineer – to ensure those frameworks are implemented.

Only through proactive collaboration, transparency, and a commitment to continuous education can the industry reduce risk, protect workers, and improve project performance. Ground stability isn't just about the crane – it's the foundation for safe, efficient, and accountable lifting operations.

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Despite recent regulatory headwinds, the market for wind-specific trailers has a fairly positive outlook. **D.Ann Shiffler** reports.

ver the past 20 years, the wind energy market has ebbed and flowed. Tax credits and government incentives have helped the industry grow. But today, some of these subsidies and incentives are at risk.

While the industry is regrouping, that does not mean that the market for hauling and erecting wind towers will recede. In fact, there is optimism in many aspects of the clean energy sector. And with more than 76,051 wind towers generating energy in the United States today, there will be a consistent need for maintenance and repowering. Heavy haul companies will still need trailers to haul these components.

Wind trailer pioneer

In 2002, when the wind industry was starting to expand across North America, Trail King Industries was ready, launching its first blade hauling trailer that year. Many of the company's 13-axle trailers had been hauling wind tower components for a few years, according to Ty Hanten, vice president of sales and marketing for the Mitchell, SD-based company.

Fast forward 23 years, and the wind market is at a crossroads. Hanten characterized it as uncertain and volatile.

"The market has been stymied," he said. "The uncertainty in the macro market environment is affecting all the manufacturers in this segment. But there is still some need out in the market."

The market has been stalled due to the regulatory environment in Washington,

TII Scheuerle manufactures a range of specialized products for the wind industry, including the K25L wind tower adapter.

Avoiding a standstill



D.C., Hanten explained. No one is sure how things will play out.

"We talked to a lot of our customers, and they are still optimistic that we will see some steady activity for the near term," he said. "Perhaps nothing spectacular, but steady for now."

Wind turbine components will continue to get bigger, longer and heavier.

"Customers are still looking for advantages in new products," he said.

For now, the market is centered in the realm of wind farm maintenance and repower jobs.

"The repower market is keeping the market occupied and driving the need for new products," Hanten said.

By the fourth quarter of 2025, Trail King plans to introduce a new EFX Blade Hauler that will feature new options in maneuverability, flexibility and steering.

"Our new Blade Hauler with the new steering option will allow companies to reevaluate the routes because they can reduce infrastructure work and get to locations easier and faster," Hanten said. "Our customers are interested in this new product because there are several wind farms already in progress and plenty of maintenance and repower work too."

The new Trail King TK85EFX will feature a longer stretched length to accommodate the longer blades, supporting a root stand to tip stand length of 60 meters, simplified remote operations, improved self-contained enclosure and a hybrid steering option to turn up to 60 degrees of steering angle.

Cyclical market

"Our company has been designing and providing specialized trailers and transport equipment for the wind industry since 2007," said Marc Stanely, heavy haul product manager for Hale Trailer. "Barry Hale, Jr. identified a market need due to long lead times for these specialized trailers, leading him to

proactively

INDUSTRY SPOTLIGHT WIND TRAILERS



design and stock a range of wind-specific transport solutions, including blade, halfschnable and full-schnable trailers. We are currently the only dealership in the country to maintain an inventory of these specialized wind industry trailers."

The market for trailers specifically designed to transport wind components is cyclical and heavily influenced by government subsidies and tax credits, according to Staley.

"These external factors create fluctuations in demand, leading to periods of both growth and contraction within the industry," he said.

Trailers designed specifically for hauling wind components bring safety and efficiency to the market.

"These specially designed trailers provide owners with a crucial competitive advantage, enabling them to bid on and secure wind energy projects that would otherwise be inaccessible," said Staley.

Hale Trailer sells and distributes Temisko, Trail King, XL Specialized and Faymonville brands.

TPSE, Inc. has been supporting the wind energy industry in North America for two decades, specifically, with the TII Scheuerle brand.

"It began with the TII Scheuerle SPMT," said Michael LaScala, TPSE's vice president of sales and marketing. "It's a globally recognized product that is used throughout the world and here in North America. The SPMT's ability to make precise moves in open or mechanically coupled combinations makes it a leading choice for moving nacelles, tower sections, monopiles, rotors and blades."

LaScala said the Blade Adapter made by Scheuerle allows for the transport of wind blades over 100 meters on public roads. He envisions a bright future for these products in North America.

Innovation and flexibility

"TII Scheuerle has been supporting the wind energy sector since the early 2000s, when the industry first began its rapid expansion," said TII's Irene Kromm. "Our modular InterCombi and K25 vehicles already offered the flexibility needed at that time, including interchangeable decks for a variety of components types."

As wind turbine designs have evolved, producing larger and heavier components, TII Scheuerle has consistently developed specialized transport equipment to meet these new challenges while addressing infrastructure constraints.

"Today, we offer some of the most advanced solutions on the market, such as the Blade Lifter and RBTS, designed to handle the demands of both current and future wind turbine generations" Kromm said. "The market for wind component transportation continues to grow in both volume and technical complexity."

"As wind turbines increase in size, blades and tower segments become longer, heavier and more sensitive, requiring highly specialized and adaptable transport equipment," she said. "The sector demands robust, safe and versatile solutions capable of handling extreme dimensions across diverse terrains — from urban areas to remote and challenging wind farm locations. The fast pace of wind energy development requires transport systems that are flexible, efficient and future-ready."

Each Scheuerle system is engineered to address the specific challenges of wind turbine transportation, addressing on shore and offshore wind markets.

Geared specifically to the wind industry are TII Scheuerle's SPMT and SPMT PowerHoss, the K25, RBTS and Blade Lifter products.

Tailored products

Faymonville is very active in developing transport solutions tailored to the needs of the wind energy sector.

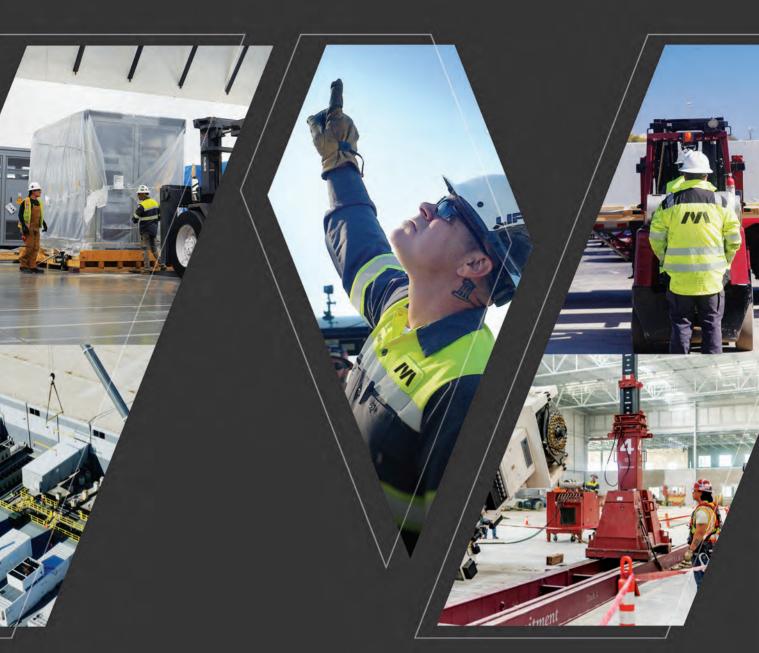
"In North America, this industry is known for its volatility and strong reliance on political frameworks," said Thomas Blaise, who handles technical sales for Faymonville in North America. "Our product range is optimized for weight, length and functionality to ensure safe, efficient and flexible operations."

Faymonville engineers trailer solutions that are precisely aligned with the demands of transporting oversized components such as blades, nacelles and towers. One key solution for the U.S. market, Blaise said, is Faymonville's 9-axle HighwayMAX trailer. Designed for optimized setup times and reduced tare weight, it enables higher payload capacity.

"The HighwayMAX has proven itself in numerous wind energy projects across the United States," he said. "With a legal payload exceeding 174,000 pounds (at 20,000 pounds per axle) and a technical payload over 249,000 pounds, it offers reliable performance for North American heavy haulers aiming to expand their capabilities."

For transporting extremely long and cumbersome cargo such as rotor blades, Faymonville offers the extendable flatdeck trailer, the TeleMAX. Available with triple or quadruple extension, this trailer is ideal for wind blades and other elongated loads. Its versatility and user-friendliness make it a preferred choice, while the 24-foot





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Evolving needs

XL Specialized Trailers has also been designing and manufacturing trailers for hauling wind turbine components since the early 2000s.

"Over the years, we've developed purpose-built solutions for every part of the turbine, from transporting blades with our XL BladeMate trailer, to tower sections with our XL TowerMate and the nacelle with our XL Lightweight 13-axle configuration," said Shane Michelson, director of sales, XL Specialized. "As the wind industry has evolved and equipment has grown larger and more complex, we've continuously refined our designs to meet those changing demands. Our focus has always been on creating trailers that not only handle the size and weight of today's wind components but also make the job easier and more efficient for the drivers on the road."

Depending on project activity and funding, Michelson said the wind energy market tends to go through a lot of ups and downs.

"It's always changing, but our customers are great at adjusting and ramping up when opportunities come their way," he said. "When that happens, we're ready to jump in and support them with the equipment they need. Our wind-energy trailers are built specifically for hauling turbine components, but they're also flexible enough to handle other types of loads. That versatility really comes in handy during slower times in the wind industry, giving our customers more options to keep moving."

He said that XL Specialized wind trailers benefit from a range of safety features designed with both the driver and job in mind.

"These include enhanced lighting

packages for better visibility on the road, as well as steerable axle options that help keep the trailer aligned with the truck, making tight turns and maneuvering much easier," he said. "XL's industryleading steerable technology has been a game-changer for many of our customers, especially when navigating challenging routes."

Payload capability is also crucial in this sector with the wind components getting heavier.

XL builds the lightest 13 Axle Nacelle hauler in the industry for maximizing payload.

Engineered for safety

Wind turbine blades are not only extremely long, but they are also extremely fragile.

"For narrow mountain roads, urban journeys or wooded sections, Goldhofer has developed extremely flexible transport systems that can cope with even the most difficult types of passages," according to the company. "Goldhofer has long positioned itself as a trailblazer in the field of innovative and sustainable transport technologies – beginning with the FTV 300, which revolutionized the handling of wind turbine blades. Today, the FTV 930 marks the fourth generation of this highly efficient transport solution, reflecting continuous advancement and refinement."



XL's industry-leading steerable technology has been a game-changer, the company said.

Goldhofer's »BLADES « represents a transport concept where the load itself serves as the connecting element between the tractor unit and the trailer. A key feature of the FTV is its ability to lift rotor blades up to 60 degrees, enabling safe navigation through narrow passages, urban areas and routes with overhead obstacles such as power lines and trees. The FTV's hydraulic lifting and rotation mechanisms are controlled remotely, allowing for real-time adjustments during transport.

Since its launch at Bauma 2022, the Goldhofer PST/SL-E split has established itself in the wind market. Whether the operation involves loads with a high center of gravity or large wind turbine components, the PST/SL-E split is the ideal solution for a wide range of transport requirements.

"The PST/SL-E split is a real game changer," said Jean-Philippe Martin, Goldhofer's director of international business sales. "The drive axle lines allow us to reduce the total number of axle lines required and increase transport performance at the same time. The result is lower fuel consumption and greater efficiency."

Goldhofer's »BLADES« represents a transport concept where the load itself serves as the connecting element between the tractor unit and the trailer. This is realized through the use of a blade hauler in combination with a self-tracking trailing dolly, enabling the transport of wind turbine blades exceeding 100 meters

in length through even the narrowest of routes.

For return journeys, the configuration can be converted into a semitrailer setup by simply coupling the trailer to the freeturning device. A key feature of this system is its hydraulically adjustable steering mechanism, which allows the load span to be modified at the push of a button, ensuring precise path tracking at all times.

Recently shown at BAUMA 2025, the Goldhofer RA 3-100

(4+7) stands out as a top-tier solution for transporting wind turbine tower sections with both safety and efficiency. Designed for heavy-duty performance, it boasts a maximum payload capacity of 100 tons and an impressive 2,000 mm stroke, offering exceptional versatility across a range of transport scenarios.

"Our customers' response to the revamped RA 3-100 has been overwhelmingly positive," said Dennis Leschensky, director of sales for Europe and North Africa.

It's complicated!

The lattice boom crawler market is currently strong. But market uncertainty looms. **D.Ann Shiffler** reports.

he most accurate description of the lattice boom crawler crane market in North America is "it's complicated." In general, the crawler crane market is stable, if not strong. Ample projects that are ideal for crawlers are underway or in the start-up phases.

But potential and real economic challenges are a cause of concern, complicating the market and making it hard to predict how things will play out.

With close to 400 units, Bigge Crane and Rigging has the second largest crawler crane fleet in North America. Bigge's cranes are working on jobs throughout the U.S., according to Joe Nelms, chief revenue officer for the San Leandro, Californiabased company.

"The current market is relatively strong and we're optimistic about the outlook for the next number of years," Nelms said.

Strong demand

Bigge is constantly refreshing its fleet to meet current and future needs, and Nelms is optimistic.

"Bigge is seeing good demand throughout our product range, which goes from 110 tons up through 1,200

Link-Belt 348 Series 2

The 348 Series 2 is Link-Belt Cranes' 300-ton capacity lattice boom crawler crane, designed for heavy lift operations and job site flexibility. It offers a 70 to 300foot heavy-duty boom configuration or an 85 to 355-foot long-range boom option. A luffing attachment adds even greater reach, allowing a maximum combination of 190 feet of main boom and 240 feet of luffing jib, along with fixed jib lengths from 40 to 140 feet. Complementing the crane's sturdy tubular boom is the heavy-duty combo



tons," Nelms said. "We expect utility to be clicking along at current rates and likely improving over the next several years."

Bigge is seeing "strong demand" from large manufacturing facilities, data centers, petrochemical plants, power plants, wind power and the like.

Nelms said there are market challenges, mainly to do with rising costs.

"Freighting crawlers to remote locations [is a challenge.]" he said. "Transportation costs are extremely high, especially in the western states."

Rental rates for crawlers are bound to rise because of higher costs.

"I expect to see rental rates continue to go up as utility increases, manufacturers continue to raise prices, tariff impacts



Tadano CC 78.1250-1

At Bauma in April, Tadano introduced the 1,275-ton capacity CC 78.1250-1. Building on the performance of the CC 68.1250-1, the new crane incorporates advancements in performance, safety, efficiency and transportability.

Designed to meet the demands of heavy lift applications, including wind turbines, the CC 78.1250-1 achieves a maximum hook height of 736.5 feet when it is equipped with a 49.2 feet fixed jib. In this configuration it can lift 154.3 tons. To improve its stiffness, the width of the base

top, which accommodates luffing and fixed jib configurations, eliminating the need for separate boom tops, streamlining job site operations, according to Dawson.

A quiet, HVO-compliant 320-horsepower Cummins Tier IV Final engine powers high-capacity winches, enabling pick-andcarry capabilities across the 360-degree load chart. Simple and efficient setup and

CAPACITY: 300 tons FIXED JIB: 40 to 140 feet LUFFING JIB: 180 feet plus 240 feet MAIN BOOM: 70 to 300 feet (Heavy Duty) 85 to 355 feet (Long Range) As the sun sets, a huge number of Bigge Crane and Rigging lattice boom crawlers work at an LNG facility on the Gulf Coast.



Manitowoc MLC200

The Manitowoc MLC200 is a lattice boom crawler crane built for modern jobsite needs, offering 200 tons (181 metric tons) of lifting power, according to Manitowoc's Brennan Seeliger. As one of the newest additions to Manitowoc's MLC lineup, the MLC200 is designed to maximize versatility, ease of transport, and operator confidence, all while providing strong returns on investment through enhanced uptime and lower operating costs, the company said.

With a main boom length ranging from 78.7 to 315 feet (24 to 96 meters), and luffing jib options that extend up to 315 feet, the crane is ideally suited for infrastructure, energy and large-scale commercial construction projects, Seeliger said. It features Manitowoc's highly regarded CCS (Crane Control System), which offers precise and consistent control, improved diagnostics, and greater operator comfort.

The MLC200 also focuses on simplified transport and assembly. Its design minimizes component weights and shipping requirements, helping contractors reduce mobilization costs and meet tight project schedules. Setup is further streamlined with self-assembly capabilities and intuitive controls.

"From its class-leading reach and capacity to its ease of use and reliability, the Manitowoc MLC200 delivers powerful performance for a wide range of lifting applications" said Seeliger.



CAPACITY: 200 tons (181 metric tons) LUFFING JIB: Up to 315 feet MAIN BOOM: 78.7 to 315 feet (24 to 96 meters)

crane was increased to 11.5 feet. The two available crawler shoe widths – 6.6 feet and 7.9 feet – can accommodate varying ground pressure requirements.

Tadano's CC 78.1250-1 is designed to offer multiple redundancies maximizing uptime and enhancing safety, the company said. The crane features a dual-engine arrangement with an optimized hydraulic system, allowing for single-engine operation at reduced speeds. The optional auxiliary power unit enables cab systems, HVAC and lighting to operate using a 22.8 HP diesel engine, reducing fuel consumption and emissions during standby operation.

Tadano's Allen Kadow said Tadano prioritizes

teardown features are built into the machine's design such as easy hook-andpin side frames, bar pendants that slide into integrated storage brackets on the lattice boom and a luffing attachment with front and rear posts that fold into the base section for single-piece transport. The 17-piece modular counterweight system features a remote-controlled hydraulic removal system and a self-assembly cylinder integrated into the live mast.

With reach, capacity and mobility, the 348 Series 2 excels in bridge building, steel erection, tilt-up work and pick-and-carry applications, Link-Belt said.



CAPACITY: 1,375 tons (1250 mt) FIXED JIB: 49 to 137 feet (15 to 42 meters) LUFFING JIB: 118 to 374 feet (36 to 114 meters) MAIN BOOM: 118 to 687 feet (36 to 209.5 meters)

settle-in and the cost of labor, parts and transportation rise," Nelms said.

OEM perspective

From the OEM perspective, the crawler market is a difficult one to assess, mainly due to tariffs and regulatory issues.

While he describes the current market as "stable," Jim Jatho, product manager for lattice boom crawler cranes for Liebherr USA, said that the uncertainty of certain market segments has been a problem.

"The lackluster performance of the offshore wind market has hurt the potential for large crawlers," he said. "Onshore wind is strong with maintenance and repower work, but safety, and the CC 78.1250-1 offers multiple features designed to enhance operator confidence and job site security. The crane is equipped with the Tadano Fall Protection System and incorporates protective access to the superstructure and the undercarriage including improved handrails, catwalks and access ladders. The cab provides an expanded field of view, and an array of cameras and mirrors help the operator see the hoist drums and other blind spots around the crane.

"In our ever-changing industry, Tadano remains committed to delivering lifting solutions that combine reliability, efficiency and sustainability," Kadow said.

new installation has been slow due to the cancellation of clean energy incentives from the government."

Tariffs are also a major challenge considering the high price tag of a crawler crane, Jatho said. Does he anticipate things will get better or worse over the next year?

"This is another area of uncertainty, and will largely depend on decisions made by the current administration," he said. "The renewable energy market could be in decline, but there is also a new push for nuclear energy, which could be a huge boost to the crawler market. Large infrastructure projects such as major sports stadiums are also on the radar as a consumer of large crawler cranes."

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Jatho said the LR 1500 and LR 1700 are the highest demand models.

"For the LR 1500 and 1700, wind maintenance and repower work is the biggest driver currently," he said. "For larger cranes, massive AI data centers and chip processing plants have been a big driver of utilization."

Healthy and positive

Overall, the crawler crane market is healthy and positive, according to Manitowoc Cranes' Product Manager Brennan Seeliger.

"There's a stable level of ongoing work across end markets, which is driving a diverse and steady demand for machines of different sizes and capabilities," he said. "Current U.S. trade policy is impacting our ability to source materials cost effectively and in a timely manner. This is leading to increased manufacturing costs and extended lead times for both machines and spare parts."

Despite these issues, he expects the

Liebherr LR 1500

Marking a decade since its debut at Customer Days 2015 in Ehingen, Germany, Liebherr's LR 1500 has been one of its most successful crawler cranes. Designed with simplicity and savings in mind, the LR 1500 ensures effortless operation and cost-effective performance, according to Liebherr's Jim Jatho.

With a lifting capacity of up to 550 tons (500 metric tons), a maximum hoist height of 538 feet (164 meters) and a radius up to 472 feet (144 meters), the crane is extremely compact and can be transported easily anywhere in the world. Additionally, the standard track pads on the LR 1500 measure 5 feet (1.5 meters) in width greatly reducing ground pressure.

The LR 1500 comes equipped with a six-cylinder inline engine and meets the emission regulations of Stage IV/Tier 4f. Other purchasing criteria of many customers include the very high load capacities of the LR 1500, whilst it retains its compact size compared to its predecessor, the LR 1400/2. The load capacities have been increased by an average of 28 percent on the 275 foot (84 meter) main boom.

Movements start smoothly with the LR 1500's powerful main hoist winch, which handles all lifts to the maximum load capacity. This makes crane operation easier since there is no need for parallel winch operation for heavyweight lifts. Additionally, the derrick boom is 98 feet (30 meters) in length and the derrick ballast is up to 286 tons (260 metric tons). The ballast for the LR 1500 consists of the 11-ton (10 metric ton) plates which are also used on other Liebherr machines. This is a low-cost solution for crane operators which have several cranes of these types in their fleet.

"A decade later. the LR 1500 continues to set benchmarks in performance and versatility, reinforcing Liebherr's commitment to innovation and excellence in crawler crane engineering," Jatho said.

CAPACITY: 550 tons MAIN BOOM: 79 to 433 feet. FIXED JIB: 39 to 138 feet LUFFING JIB: 59 to 276 feet



market to remain relatively stable over the "There are several unknowns in the broader economy, so our outlook remains

cautiously optimistic," Seeliger said. Manitowoc has seen strong demand for all its crawler products.

next year.

"Our newly released MLC200 has generated significant interest. Infrastructure work is fueling demand for smaller crawlers, particularly for highway/ bridge-related projects, while warehouse construction and large-scale general building projects are driving customer interest in mid-size and large machines. Major infrastructure and energy projects continue to drive demand for highcapacity crawlers."

Each end market has its own set of requirements, which is creating demand across multiple crane classes, Seeliger said. For this reason, customers prioritize reliability and strong product support, he said.

"Customers are seeking machines

that deliver consistent performance and are easy to maintain," Seeliger said. "Since acquiring several distribution channel territories in 2021 as part of our CRANES+50 strategy, Manitowoc has made significant investments to get closer to customers by enhancing service support by continually increasing service technicians in the field and expanding branch locations, ensuring customers experience maximum uptime and minimal operational disruptions."

The tariff question

The market for the capacity classes Tadano services is on the uptick, according to Allen Kadow, product manager for telescopic and lattice boom crawler cranes.

"2024 was an election year and we saw a slight downturn in the market, but it appears to be rebounding in 2025," he said. "The tariff situation may slow the market until things settle and come to an equilibrium."

Kadow said the uncertainty caused by the tariff issue is the biggest challenge for the market, and he said predicting market conditions will be difficult until the tariff situation is worked out.

"At this time, the 400-metric ton and 650-metric ton classes are most popular for Tadano," Kadow said. "As always for large lattice crawlers, they are popular for general construction, infrastructure, petrochemical, power plant construction and wind energy."

Tadano customers are looking for reliability, efficiency, ease of operation and assembly and quality.

Cautious optimism

Michael Dawson, Link-Belt's product manager for lattice and telescopic crawler cranes, characterizes the lattice boom crawler market as evolving.

"Earlier this year, the market was moving forward, equal to last year's market with some categories a little up and others a little down," he said. "But overall, a flat to slightly increasing market was on the horizon. However, with the announcement of tariffs on goods coming to the United States, I think it put lattice crawlers and perhaps other products in a state of cautionary pause. At least it did for us. I cannot speak for others, but we will move forward cautiously and await a more definitive policy."

With much of the crawler crane supply coming from overseas, the biggest concern is the tariffs themselves regarding what the final percentage tariff will be and how

buyers will react to that new pricing, he explained.

"Prior to the tariffs, I would've said the market will improve," Dawson said. "Being an eternal optimist and seeing the workload on contractor's schedules in 2026, I think you have to form a best-case, worst-case scenario going forward and plan your business somewhere between those two points."

Good news for Link-Belt is that there is an active market across the board for crawlers from 80 to 300 tons.

"Very recently, we've had a good bit of small crawler activity to go with our medium and large products," he said. "In turn, we really see good demand bottom to top. Infrastructure projects are probably the highest in demand along with a steady oil field exploration demand."

Well positioned

Sany America Crawler Crane Project Manager Joel Hicks has a positive outlook on the crawler market.

"The lattice crawler crane market is growing and was up about 25 percent in 2024 compared to 2023," he said. "It has rebounded from the 2020 COVID year with continued yearly growth. My longterm outlook on the lattice crawler market is positive, but there will be some shortterm effects on the market from tariffs. While the overall crawler crane market is up, the demand for 400-plus ton lattice crawlers seems to have weakened."

Sany is seeing strong demand for the 110-ton SCA1000A and 150-ton SCA1350A. Precast construction is driving demand for Sany's 300-ton SCA2600A lattice crawler, Hicks said.

"Infrastructure projects, especially road and bridge improvements, seem to be fueling the biggest demand for lattice crawler cranes in the 110 to 250 ton range," Hicks said. "Precast construction and data centers are causing high demand for the lattice crawlers in the 150-ton to 350-ton market. Wind energy projects seem to have slowed as demand for 400-plus ton crawlers is weak."

Currently, the biggest challenge is the uncertainty created by the tariffs.

"Both customers and manufacturers are in a holding pattern waiting to see how the tariffs shake out," he said. "High interest rates are forcing some customers to hold off on purchasing new cranes and look at other alternatives like renting or purchasing a used crane."

Sany customers want a safe and reliable crane this is easy to transport and quick to assemble, Hicks said.

"Self-assembly is becoming a must-have feature as it reduces the expense of an assist crane," he said. "Customers expect

Kobelco CK1600G-3

The Kobelco CK1600G-3 crawler crane is designed from the ground up for reliable operation, convenient maintenance and easy transport, according to Jimmy Hodges, Kobelco's general manager of cranes.

"The CK1600G-3 features a new Isuzu engine that complies with the latest EPA Tier IV standards," he said. "The cranes are equipped with an energy saving assist systems known as G-modes."

The "G-modes" include the auto idle stop system, energy saving winch control system and the engine RPM limitation system. Other re-design features of the new G-3 series include compact structure allowing for greatly improved transportability, larger cab design, LMI touch screen, counterweight detection device, improved counterweight self-installation mechanism and newly improved (short) control levers.

Kobelco is renowned for smart engineering and an unwavering focus on creating the best value package for lifting solutions, according to Hodges.

CAPACITY: 160 tons FIXED JIB: 100 feet w/ max combination of 200 feet of main boom plus 100-foot fixed jib LUFFING JIB: 175 feet w/max combination of 157 feet of main boom plus 175-foot luffing jib MAIN BOOM: 250 feet



lattice crawlers to be versatile and have strong load charts that offer long reach with additional attachments like fixed jib and luffing jib. The crane must be easy to maintain and have strong parts and service support as downtime is very costly. Stability and pick and carry capabilities or other attributes that are important with customer."



CAPACITY: 150 tons FIXED JIB LENGTH: 42.7 to 101.7 feet LUFFING JIB LENGTH: 72.2 to 170.6 feet MAIN BOOM: 52.5 to 249.3 feet

Sany SCA1350A

The Sanv SCA1350A is a robust lattice boom crawler crane that is particularly suited for the North American market, according to Sany's Joel Hicks. It boasts a maximum lifting capacity of 150 tons at a 15-foot radius. It is powered by a Cummins QSL9-C325 diesel engine. Operational versatility is highlighted by boom and jib configurations: a main boom length variable from 52.5 to 249.3 feet, a fixed jib ranging from 42.7 to 101.7 feet and a luffing jib spanning 72.2 to 170.6 feet. The longest main boom with a fixed iib is 200.1 feet plus 101.7 feet, while maximum main boom with luffing jib combination is 160.7 feet plus 170.6 feet.

Key features include self-assembly via wired remote, a 10.4-inch color touchscreen LMI display providing realtime data. Operator comfort and safety are prioritized with a spacious 20-degree tiltable cab with large suspension seat and ergonomic controls.

"All our cranes have a mechanical hydraulic lock lever and seat interlock switch that disables hydraulic functions once the operator leaves the seat," said Hicks. "Additional standard safety features include tricolor light bar, 3rd wrap kickout, full length boom walkways, anemometer, aircraft light and ATB switches.



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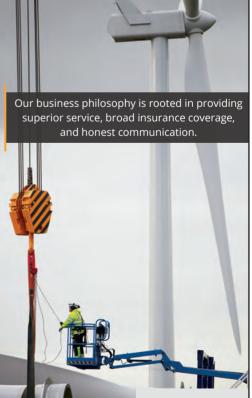
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Wash tower erection

The lifting and erection of a Caustic/Water Wash Tower at S-Oil's Shaheen Project was a highly complex and meticulously planned rigging operation that required the highest standards of safety, innovation and engineering excellence by the expert team from DENZAI. The lift involved handling a 794-ton tower, standing nearly 70 meters tall, within the confined space of an active industrial facility. Due to the weight, height and sensitivity of the load, as well as the site constraints, the execution demanded extensive engineering analysis, innovative rigging solutions and a flawless execution strategy.

The top priority for the DENZAI team was safety, at every phase of the operation. A comprehensive safety program was implemented, ensuring strict adherence to regulations as well as sitespecific protocols. To align on procedures and emergency protocols, pre-lift safety

JOB ROUNDUP SPECIALIZED RIGGING

Beyond innovation



The water wash tower lift was executed within a highly congested refinery site, requiring exceptional precision in crane mobilization and load movement. A roundup of jobs that required highly specialized rigging equipment.

meetings were conducted with all personnel, including crane operators, riggers and safety officers. The ground was reinforced using steel mats and plates to ensure stability, while real-time monitoring of wind speeds (maximum limit: 13.4 m/s) was conducted to prevent lifting under unsafe conditions. To further enhance safety, high-capacity Crosby shackles, grommet slings and a customengineered spreader beam were used to distribute load forces evenly, preventing excessive stress on the lifting points.

A Liebherr LR12500-1.0 was selected as the main crane, and a Liebherr LR1750 was chosen as the tailing crane.

This project required both innovative problem-solving and precise execution to overcome its inherent challenges. Given the offset center of gravity (CG) and the lack of standard pick points, a customized trunnion and tailing lug system was designed to facilitate the lift while maintaining load stability. The team also leveraged 3D modeling and finite element analysis (FEA) to determine the optimal rigging configuration and validate lifting stresses.

A particularly complex aspect of this lift was the tandem crane operation, where both cranes had to work in perfect coordination.

The LR12500-1.0 executed the primary lift while the >40

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SPECIALIZED RIGGING JOB ROUNDUP

LR1750 controlled the tail, ensuring smooth rotation and controlled movement.

To accommodate tight working conditions, the lift was meticulously planned, accounting for ground pressure calculations, obstructions and limited crane positioning options. This level of complexity required extensive engineering foresight and operational precision, according to DENZAI's Kohki Uemura.

"The engineering and planning phase was instrumental to the success of this project," Uemura said. "The tower's asymmetrical weight distribution necessitated highly detailed rigging calculations to ensure safe lifting and placement. Load verification techniques, including 3D scanning and weight confirmation, were employed to gather precise data on the tower's dimensions, weight and CG location."

The rigging tackle arrangement was equally critical, incorporating highcapacity grommet slings rated for over 3,600 tons combined to provide adequate load distribution. The lift itself was executed within a highly congested refinery site, requiring exceptional precision in crane mobilization and load movement. Despite constraints, the team successfully hoisted and rotated the tower while the tailing crane provided the necessary counterbalance.

This project was a time-sensitive and high-stakes operation. Delays or safety incidents could have resulted in significant financial penalties and project setbacks. By leveraging advanced engineering analysis, unnecessary over-engineering was avoided, leading to substantial cost savings on rigging and crane rental expenses.

Additionally, the ground preparation strategy minimized the need for excessive civil works, optimizing costs while maintaining safety. This lift set a new benchmark for heavy lifting in confined industrial environments. The project's innovative approach to rigging design, tandem crane operation and engineering analysis has contributed valuable lessons for future large-scale lifting operations. The successful execution of the water wash tower lift exemplifies excellence in safety, innovation, engineering complexity and execution precision, according to Uemura. This project stands as a testament to what is possible in heavy rigging.



ProLift's solution involved two multipoint spreader bars fastened together forming a multi-point lifting frame, which was connected to ProLift's Bear Paw Cantilever System, which resulted in a Multi-Point Cantilever lifting frame.

Shaker screen switch out

and replacing it with a new unit. The

customer determined the time frame

about methods used in the past, the

execute the scope of work.

ProLift Rigging was challenged with the

removal of a 30,000-pound shaker screen

from start to finish was seven days. This

was based on methods previously used to

After several site visits and discussions

ProLift team assessed various solutions.

One plan involved removing the roof and

a significant number of crossmembers so

the shaker screen could be picked straight

up by a crane and then replaced with a

rigging with chain falls, snatch blocks

and come-a-longs. In the end, ProLift

proposed an alternative solution.

to be executed at heights."

branch network, Black said.

new one. Another method involved bull

"ProLift didn't want to accept a method

that would result in lengthy downtime for

the customer that would result in greater

loss of revenue or an increased exposure

to risk," said Travis Black. "Reducing the

risk factor was, first and foremost, the top

priority, especially with this scope having

ProLift's Engineering department did

a lot of brainstorming. The focus was

on alternative methods geared towards

internal equipment within the ProLift

that would be different than any other

safety, efficiencies, ingenuity and available

"The collaboration resulted in a method

proposal the customer had received in the past, so proper communication of the method had to be choreographed in a manner that the customer had confidence in ProLift," Black said. "The solution was comprised of our two multi-point spreader bars fastened together by two frame adapters to form a multi-point lifting frame. Then combining the multipoint lifting frame to our Bear Paw Cantilever System, which resulted in a Multi-Point Cantilever lifting frame. With no precedent for the customer to reflect on, they were hesitant to entertain the alternative solution as a viable option, especially since the solution marked the first time this scope had been proposed to be executed this way at this facility."

The lift required safe and meticulously engineered plans that factored in tight clearances, heavy lifts, coordinated crane movements and an experienced field crew. Safety was a constant concern, especially due to the challenges posed by limited overhead clearance, an obstructing mezzanine and the need for precise hook movement.

The mezzanine extended almost four feet beyond the level above the screen at a height of 27 feet off the ground, making vertical lift path control critical. Additionally, the pick points on the front were 13 feet 4 inches apart, with the rear points extending 8 feet 3 inches under the level above, requiring careful rigging

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 Increased maneuverability



selection to maintain load stability. Due to the cantilever being off the crane's whip line, the lift would involve a combination of booming, swinging and winching adjustments to maintain a controlled load path. Given the complexity, the dynamic of this lift required a highly skilled crane operator and signal person, Black said.

After several meetings and follow-up clarification requests, the customer agreed to the proposed method and the scope of work was awarded to ProLift.

The ProLift team developed a timeline and started mobilizing the necessary lifting gear, skilled employees and equipment. The goal was to mobilize the equipment and assemble the cantilever system on Day 1. Then, on Day 2, remove the old shaker screen. Day 3 would be used to install the new unit and on the last day, disassemble and de-mobilize from the site.

Each day began with a safety meeting where the crews come together and



The Allegiance team designed and implemented an innovative lifting method

using a Cometto Eco 1000 selfpropelled trailer, a 300-ton Hydra-Slide turntable and customengineered stackable stands, allowing the reactor to rest on its existing support pedestal.



complete ProLift's Worksite Risk Assessment (WRA). The WRA ensures identified risks are reduced to an acceptable level and appointing the correct individuals to ensure the mitigations are being followed. During the meeting, the SOP's pertaining to the scope were discussed, engineered drawings reviewed and open communication of site-specific customer requirements. Also, a pre-lift safety briefing was conducted to align the entire team on the lift sequence, communication protocol and load handling expectations.

The ProLift team executed the plan seamlessly. In fact, the scope of work was completed a day earlier than projected.

"The customer rated ProLift at 10 out of 10 on our Customer Post Job Review," said Black.

Reactor rigmarole

Allegiance Crane & Equipment was tasked with the removal of two 236,000-pound reactors within an active operating unit. Due to excessive lead times for fabrication and delivery, new reactors were not an option, necessitating the careful removal, repair and reinstallation of the existing units.

The project presented unique challenges. The reactors were encased in a support frame with over three dozen obstructions, including lines, nozzles, valves, gauges, flanges and steel structures. The reactors needed to be lifted, rotated and supported high enough to allow personnel to access the welds needing repair.

Initially, Allegiance's plan involved using

LLEGIANCE

a Demag AC700 crane to lift and rotate the reactors out of the unit for repairs. Traditional crane-based removal was not feasible due to space constraints and the potential to disrupt other critical work. The solution required a minimized footprint while maintaining lifting capacity, precision and safety.

The Allegiance engineering and project team designed and implemented an innovative lifting method using a Cometto Eco 1000 six-line self-propelled trailer, a 300-ton Hydra-Slide turntable, a custom-engineered interface structure designed to fit the turntable and support the base of the 236,000 pound reactor and custom-engineered stands (stackable) designed to bolt into support structure and allow reactor to rest on its existing support pedestal. There were three parts to executing the plan.

First, the reactor was lifted in one-foot increments within its support structure to prevent overextending the trailer. The Hydra-Slide turntable was used to rotate the reactor, allowing it to navigate numerous obstructions safely. Once sufficient clearance was achieved, a one-foot engineered support stand was inserted into the existing structure and bolted in place. The reactor was then lowered onto the stand, providing stable access. This process was repeated in increments until the reactor reached the required three-foot elevation so welds could be accessed. Finally, after repairs, the reactor was lowered to its original position using the same staged method, carefully navigating obstructions. The team then moved to the second reactor and successfully repeated the process.

Through this plan, the Alliance team eliminated the need for large crane, which in turn eliminated overhead lifting and suspended loads, reducing congestion and allowing other work to proceed without delays. The Allegiance team maintained project timelines, ensured efficient reactor repairs, engineered a safe and repeatable method and minimized risk and disruption, successfully navigating complex obstructions while maintaining precision control over the reactors.

"This project demonstrated the effectiveness of custom-engineered lifting solutions in constrained environments," said Allegiance Crane & Rigging's B.J. Buchanan. "The success of this method has established a new best practice for future reactor repairs, providing clients with a cost-effective, efficient and lowimpact solution for similar challenges."







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TRANSPORT SITE REPORT

Using an array of trailers, plus its own 'BTI 1945' deck barge, Berard Transportation hauled three boiler components along a complicated route.

erard Transportation was tasked with moving three boiler sections from Abilene, TX, to a refinery near New Orleans, LA. With the destination unsuitable for truck delivery and the origin lacking access to a navigable waterway, a creative transport solution was required. Berard's project managers and engineers devised a plan to haul the cargo by road to a barge dock near Houston. There, crews used SPMTs to roll the units onto Berard's BTI 1945 deck barge, which traveled via inland waterways to a rarely used barge site just three miles from the refinery.

Detailed assessments

Ensuring a successful roll-off required copious site assessments, depth surveys and logistical planning. The three boiler components, included a superheater that weighed 141,000 pounds and measured 35 feet 3 inches long by 10 feet 7 inches wide by 15 feet 10 inches high. The super heater was transported using a Trail King 13-axle steerable lowboy rig, a 12-line Goldhofer PST/SL-E for barge roll-on, the BTI 1945 With the destination unsuitable for truck delivery and the origin lacking access to a navigable waterway, a creative transport solution was required.



Boiler spoiler

deck barge, and a 12-axle Goldhofer THP/SL trailer. The HP evaporator weighed 406,000 pounds and measured 37 feet 6 inches long by 23 feet 6 inches wide by 13 feet 2 inches high. Transport equipment included a 14-axle line Faymonville DualMAX platform trailer, a 12-line Goldhofer PST/SL-E for barge roll-on, the BTI 1945 deck barge, and a 12-axle Goldhofer THP/SL trailer. The LP evaporator weighed 300,000 pounds and measured 36 feet 5 inches long, 20 feet 1 inch wide and 12 feet 9 inches high. Hauling equipment included a 12-axle line Faymonville DualMAX platform trailer, a 12-line Goldhofer PST/SL-E for barge rollon, the BTI 1945 deck barge, and a 12-axle Goldhofer THP/SL trailer.

"The transportation of the evaporators required meticulous planning due to the combined width of the cargo and the length of the transport vehicle," said Brett Berard. "The nearly 500-mile journey from the origin to the barge dock was carefully coordinated to ensure a smooth and efficient move. Upon arrival at the barge dock, Berard project managers collaborated with local marine businesses to load the cargo onto the deck barge with minimal disruption to channel traffic."

Final approach

For the final approach to the barge rolloff site, Berard engineers conducted a multi-beam depth survey, mapping the last three miles of the route along a seldomused fishing channel. The roll-off dock, a former industrial facility, was surveyed and analyzed by Berard engineers.

The Texas route spanned 490 miles for the superheater and the two evaporator sections, transported on the same trailer in two separate trips. The barge then traveled 400 miles via inland waterways before docking, roll off and making the final three-mile trek in Louisiana.

The ultra heavy components of the boiler included a 141,000 pound superheater, a 406,000 pound HP evaporator and <u>a 300,000</u>-pound LP evaporator.

> Berard's project managers and engineers devised a plan to haul the cargo by road to a barge dock near Houston. There, Berard crews used SPMTs to roll the units onto the Berard BTI 1945 deck barge. The barge then traveled via inland waterways to a rarely used barge site just three miles from the refinery.

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COMMENT



Tighter language rule enforcement may impact fleet compliance and operations.

Fluency at the wheel

n June 25, the Commercial Vehicle Safety Alliance (CVSA) will begin actively enforcing a federal regulation that's been on the books for years but is now getting sharper attention: 49 CFR 391.11(b)(2), which mandates that commercial motor vehicle (CMV) drivers must be able to "read and speak the English language sufficiently to converse with the general public, understand highway traffic signs and signals, respond to official inquiries and make entries on reports and records."

Enforcement emphasis

For many SC&RA members, this isn't necessarily new information. But the

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emphasis being placed on enforcement means it could have operational and compliance implications that catch some companies off guard - particularly those managing diverse fleets or cross-border operations.

The rule itself isn't changing. What's changing is how - and how often - it's going to be enforced. Under the new CVSA guidance, inspectors across North America will be expected to more closely observe a driver's ability to communicate in English during inspections and roadside stops. That includes conversations with law enforcement, responses to basic questions and the driver's ability to complete inspectionrelated documentation. If the inspector believes the driver does not meet the standard, the driver may be issued a violation or even placed out of service.

Safety is the issue

This isn't about discrimination. It's about safety. In an environment where drivers must constantly respond to instructions, alerts and unexpected hazards, the ability to communicate quickly and clearly can be a matter of life and death.

That said, it's no secret that the trucking and transport industry relies heavily on immigrant and multilingual workers. Many companies have developed thoughtful onboarding processes, bilingual dispatch systems and peerto-peer support strategies to ensure drivers are successful. But enforcement efforts like this one introduce a new layer of visibility - and liability - where companies may need to reevaluate their policies and reinforce expectations during hiring and training.

A clear message

It's also worth noting that the rule does not define "proficiency" in strict linguistic terms. There's no formal language test or written exam tied to enforcement. Inspectors are given discretion, and that alone introduces a degree of subjectivity. For employers, this means documentation will matter. Showing a consistent process for vetting language skills, providing coaching and documenting communications

protocols can all help reduce the risk of enforcement surprises.

Another layer to consider: how this enforcement may impact companies engaged in cross-border transport, particularly between the U.S., Mexico and Canada. Many SC&RA members conduct business internationally or operate across border states where language diversity is high and regulations can be interpreted differently. Clarity - on both sides of the border - will be key.

For many carriers, this is yet another addition to a growing list of operational demands: workforce development, regulatory compliance, equipment maintenance, insurance pressures and more. But that's precisely why proactive awareness matters. This update offers an opportunity for fleet owners and managers to review internal policies, improve communication tools and engage drivers more directly about their responsibilities and potential roadblocks.

Stay ready

It also underscores a broader shift in regulatory posture. Whether it's hours of service, ELD compliance, driver fitness or now language proficiency, the industry is experiencing a tightening of enforcement across the board. Regulatory bodies are leaning on existing rules to drive change, and companies that pay attention – and adapt early - will be better positioned to lead, not just follow.

At the end of the day, this enforcement action is less about the language itself and more about what it represents: the expectation that drivers be fully capable of managing the duties of the job, especially under pressure. For those who operate with intention, invest in people and plan with foresight, the message is clear. Stay ready - because enforcement is only getting sharper.



CHIEF EXECUTIVE OFFICER **Joel Dandrea** 5870 Trinity Parkway, Suite 200 Centreville, VA 20120 Ph: 703-698-0291 Fax: 703-698-0297

RA NEWS

Where it matters the most

hether confronting fastmoving federal proposals, long-simmering state regulations or multi-year industry battles, SC&RA remains firmly committed to defending the priorities of its members while fighting for fair, consistent and practical policies that reflect how those members operate in the real world.

As a trade association, SC&RA's strength relies on a targeted focus – knowing which fights matter most – while also leveraging strategic partnerships that amplify its voice. From regulatory reform to safety policy, infrastructure standards to legal defense, the Association engages early and often with lawmakers, agency leaders and industry coalitions to ensure member needs are not only heard but understood.

Heading into summer 2025, that commitment remains unchanged as key initiatives move forward on both the construction and transportation fronts.

"It's important that members and industry representatives recognize that we listen to member surveys and feedback, and we focus on priorities," said SC&RA CEO Joel Dandrea. "That said, we simply aren't big enough to take on every single fight. So, we take on those priorities where we know – individually and sometimes collectively with our industry partners and coalitions – we can make a difference."

Advancing advocacy

While Dandrea pointed to SC&RA's core priorities – advocacy, networking and education – as the foundation upon which each fight is nurtured, he is quick to acknowledge SC&RA's belief that advocacy doesn't begin or end with staff. "From the staff side, we are not the Association. We file the comments – we administer and advance issues. But the fact of the matter is, in advocacy, the members are the Association."

The approach is especially powerful

While easy wins aren't guaranteed, SC&RA continues to move member priorities forward.





In May, SC&RA applied to the Federal Motor Carrier Safety Administration for renewal of the Association's exemption for oversize/overweight vehicles from the 30-minute rest break Hours of Service rule.

Joel Dandrea, CEO, SC&RA

in grassroots efforts, where small- to mid-size associations can still pack a punch. SC&RA's recent work on tariffs is a prime example. With many members expressing concern over how tariff uncertainty was impacting their operations, the Association recently activated its network to amplify those voices directly at the state level.

"A couple months ago, we generated a form letter for members to weigh in with their state representatives on tariffs," Dandrea added. "We had over eighty member letters sent to state representatives across different parts of the country supporting our grassroots push. "I also had the opportunity to meet with key representatives from the Office of the United States Trade Representative to discuss, for nearly two hours, the nature of our industry, equipment and the impact tariffs are having on our operations."

Dandrea explained that, while tariff negotiations are ongoing, this advocacy channel can prove to be beneficial.

"Additionally," he noted, "an important part of the Association's five-year strategic plan involved adding to our advocacy ecosystem. We're doing that with organizations like the Motor & Equipment Manufacturers Association. We're also opening up dialogue with the Tort Reform Association, which we'll carry into our work this year and next."



Beth O'Quinn, Senior Vice President, Crane & Rigging, SC&RA

Along those lines, Dandrea pointed to even more input coming from ongoing industry partners like the National Association of Manufacturers, the Association of General Contractors, the American Trucking Associations and the U.S. Chamber of Commerce.

"Part of the reality is that many of these organizations have government affairs and advocacy budgets that double or sometimes triple SC&RA's total operating budget for the entire year. So, it makes a lot of sense strategically for an organization like ours to align with strategic advocacy partners that can help strengthen our voice."

That said, Dandrea is confident that SC&RA's messages are being heard loudly and clearly at the state and federal level, and within the administration.

Continued push

As for ongoing tort-reform efforts, Dandrea gives full credit to key industry partners who possess the resources to help both SC&RA and the overall industry make a difference.

As such, recent successes in states like Florida, Indiana, Iowa, Kansas, Montana, Texas, Utah, West Virginia and Louisiana stand as proof of the power behind the collective. Representing the most recent, SC&RA recently submitted formal comments to the Washington State Department of Labor & Industries regarding regulations governing tower crane operations.

and notable tort-reform win, SC&RA joined in support of Georgia's Tort Reform Act, which Governor Brian Kemp signed into law in late April.

The Association also recently joined in support of the Lone Star Economic Alliance's (LSEA) effort to pass priority bills SB 30 and SB 39 – which, as described, would have transformed the way personal injury lawsuits get handled in Texas.

While the effort fell just short for LSEA, Dandrea recognized, "The one thing that any honest association will tell you from the standpoint of advocacy is – we get into a lot of fights. And many we win. But you won't win all of them. And just because a

> piece of legislation doesn't pass the first time around doesn't mean it's not going to come back. So, in that regard, it's about staying in the fight – continuously pushing to make a positive difference."

Targeted effort

Moving into summer, as well as the second half of 2025, SC&RA remains squarely focused on key policy and regulatory fronts.

In line with its continued efforts to support practical, safety-minded policy, SC&RA recently submitted formal comments to the Washington State Department of Labor & Industries – Division of Occupational Safety and Health – regarding proposed updates to regulations governing tower crane operations.

Presented by SC&RA Senior Vice President, Crane & Rigging, Beth O'Quinn, the letter acknowledged the department's stakeholder outreach and shared its commitment to safety – while also raising concerns over operational clarity, permitting delays and interagency coordination.

"Recognizing potential challenges around notice requirements, electronic permitting readiness and real-world enforcement logistics, we urged the department to issue clear guidance, ensure system preparedness and

> Chris Smith, Vice President of Transportation, SC&RA

allocate adequate resources to support a smooth rollout," explained O'Quinn. "At the heart of this letter was a consistent message: effective safety regulation depends not just on intent, but on practical application and enforceability."

NEWS

SCRA

Similarly, on the transportation side, Chris Smith, SC&RA Vice President of Transportation, applied to the Federal Motor Carrier Safety Administration (FMCSA) for renewal of the Association's exemption for oversize/overweight (OS/ OW) vehicles from the 30-minute rest break Hours of Service (HOS) rule.

The request renews SC&RA's previous exemptions in 2014 and 2020 that allows motor carriers operating under a permit for OS/OW loads to forego the 30-minute break currently required under 49 C.F.R. §395.3(a)(3)(ii). The exemption is based on both safety and operational logic, citing the unique nature of OS/OW transport, which often involves shorter overall daily drive times, mandatory routing constraints and daylight-only movement restrictions.

"FMCSA's flexibility has worked," Smith pointed out. "And the exemption has allowed our members to meet operational demands while maintaining exemplary safety records."

As of Friday, June 13, FMCSA anticipated issuing a new provisional exemption effective June 17 for the current one expiring the following day. To ensure seamless compliance, carriers will need to have a copy of the new provisional exemption in their cabs, which SC&RA will provide once public.

Broader framework

Accordingly, both submissions fit squarely within SC&RA's broader advocacy framework: ensuring that regulations not only prioritize safety, but also reflect the real-world practices of the industry. Additionally, both efforts underscore the scope of SC&RA's engagement – from federal trucking mandates to state-level workplace safety codes – and highlight how member concerns translate into strategic advocacy in real time.

"Ultimately, our job is to make sure members aren't navigating these challenges alone," Dandrea underscored. "We're out front, we're listening and we're making sure the industry

is represented where it matters most."

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Chris Mikolay discusses the inherent challenges of autonomous vehicles.

utonomous vehicles (AVs), once considered futuristic fantasies, are now rapidly transforming the transportation landscape in the United States. As of early 2025, driverless cars are providing hundreds of thousands of rides each week across the country, fundamentally changing the relationship between humans and vehicles.

AV technology

Today's autonomous systems don't simply mimic human driving behaviors, they surpass them, utilizing predictive algorithms, heightened vehicle communication and collective learning capabilities that allow individual vehicles to benefit from the experiences of entire fleets.

Autonomous vehicles are categorized into levels ranging from zero to five. At Level 0, called 'Momentary Driver Assistance', the driver maintains complete control over the vehicle, though the car may provide occasional safety alerts. On the other end of the spectrum, Level 5 is referred to as 'Full Autonomous', where vehicles can drive themselves on any road without any human intervention¹.

The most visible autonomous technology today comes from two fronts: personal vehicles with some advanced features and the expanding fleets of robotaxis. Personal cars represent the largest segment of the autonomous vehicle market in terms of volume². These systems are the first wave of autonomous technology that most consumers will experience directly.

Most personal vehicles on the road today are equipped with autonomous features fall under Level 2, known as "additional driver assistance." These advanced systems can assist with acceleration, braking,



THE AUTHOR

Chris Mikolay is senior vice president for National Interstate Insurance Company based in Richfield, OH. National Interstate Insurance is rated "A+" (Superior) by A.M. Best.

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and steering, but the driver remains responsible for overall control of the vehicle. By 2025, it is expected that nearly 60 percent of all new cars sold will include Level 2 autonomous capabilities³.

Tesla's Fully Self-Driving system (FSD) is an example of this automation. Tesla's FSD allows drivers to go almost anywhere with very little intervention, though the driver still must be an active participant while the system is in control.

Companies like Waymo, Cruise and Motional have launched fully driverless taxi services. The vehicles operate at Level 4 automation, referred to as 'High Automation', meaning they do not require a human driver but are limited to operating within specific geographic areas.

While may less well known, autonomous technology is making significant advances in the commercial sector as well. In April of this year, Aurora and Uber Freight began deploying fully autonomous Class 8.

The rapid development of autonomous vehicle technology has made it increasingly accessible for the entire transportation industry, but what are the real benefits of having a machine in control rather than a human? Perhaps the most persuasive argument for AV adoption is safety. Human error is a factor in the majority of traffic accidents. Machines don't get distracted, drowsy or impaired and they maintain 360-degree awareness at all times.

Industry impact

The impact of autonomous technology will go far beyond changing how we operate vehicles. It will send ripple effects through all industries, creating a pre-AV world and a post AV world.

With the emergence of autonomous vehicles and technologies, there is widespread concern that jobs, specifically transportation or vehicle-based ones, could face lower demand and higher displacement. Though this is cause for concern experts predict the rise of AV technology could be bringing new job opportunities in technology, data and software development and maintenance.

Beyond jobs, the integration of new technologies and autonomous systems within vehicles and similar equipment will create needs for new training institutions, certifications and professional development pathways.

The legal framework for AVs is still evolving. The main legal question surrounding autonomous vehicles revolves around liability. Who is responsible when a driverless vehicle is involved in an accident? This question is generally still unresolved.

With AVs on the road, it is no longer a human making the wrong choice but

rather a machine failing to interpret and process the signals its sensors receive. Does the technology company, the vehicle manufacturer, the software developer or some other third-party take responsibility? Experts anticipate a shift from driver-centric liability to being more focused on product or manufacturer responsibility, altering longstanding insurance and legal frameworks that have governed transportation⁴.

New business models

The rise of AV technology, will drive the creation of innovative business models and even entirely new industries. **FLEET OPERATIONS & PLATFORM PROVIDERS:**

AVs will shift the focus from individually owned cars to fleet-based operations. Companies will have to maintain and optimize large autonomous fleets, providing transportation as a service to consumers and businesses. As transportation shifts to a service-based model, digital infrastructure is needed for booking, routing, payments and vehicle monitoring. This then creates opportunities for new tech companies & startups to deliver white-label ¹ "Levels of Automation". https://www.nhtsa.gov/sites/nhtsa.gov/files/2022-05/Level-of-Automation-052522-tag.pdf. National Highway Traffic Safety Administration. 4 June 2025.

² "Autonomous Vehicles: Timeline and Roadmap Ahead". https://reports.weforum.org/docs/WEF_Autonomous_Vehicles_2025.pdf World Economic Forum. Jeremy Jurgens & Nikolaus Lang. April 2025. Web. 21 May 2025.
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⁴ "Who is Liable When a Self-Driving Car Causes A Crash?" https://byrddavis.com/who-is-liable-when-a-selfdriving-car-causes-a-crash/. Bryd Davis Alden & Henrichson, LLP. April 2025. Web. 21 May 2025.

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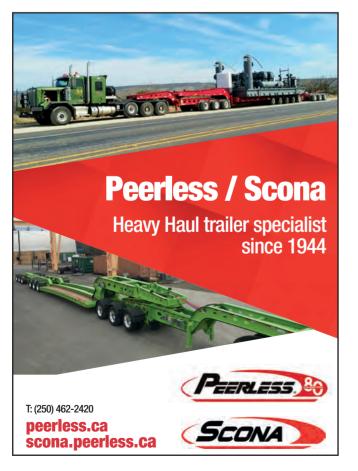
⁷ "The Robotaxi Business Model: A Comprehensive Guide for 2025", https://appscrip.com/blog/robotaxi-businessmodel/. Appscrip. April 2025. Web. 5 June 2025.

solutions or specialized services⁵. **CONSUMER OFFERINGS & SUBSCRIPTION**

MODELS: When AV technology becomes more widely available, Sirius XM won't be the only add on that comes with your new car. Subscription models and payas-you-go access to autonomous driving functions will likely become common, allowing users to unlock advanced features or upgrades on demand⁶.

DATA MONETIZATION: AVs will generate vast amounts of data, which can be leveraged for multiple business opportunities. This data can fuel locationbased advertising, targeted commerce and advanced analytics for urban planning, retail and logistics⁷. Companies may monetize anonymized vehicle and passenger data by licensing it to third parties or using it to optimize their own operations.

Autonomous vehicles are no longer a question of "if" but rather "how quickly" and "how completely." By late 2025, projections suggest that major metropolitan areas across the U.S. will have significant autonomous vehicle operations. While legal frameworks and public perception continue to adapt, the technology continues to improve. The message is clear: the autonomous revolution isn't coming, it's already here.





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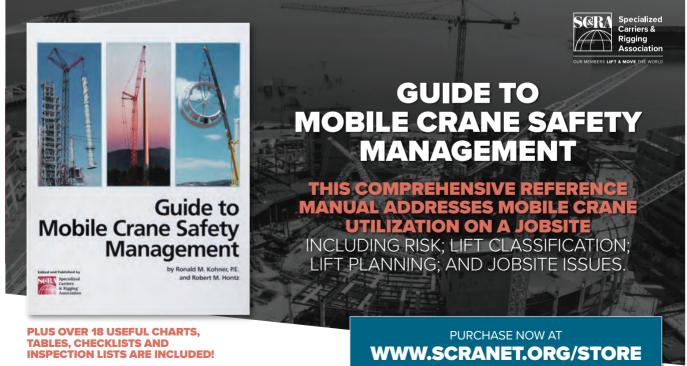
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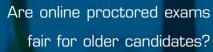


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Digital divide



Take a closer look at CCO's groundbreaking study evaluating online exams and operator age.

ore certification programs are moving online, and the issue of fairness for older candidates is becoming a large topic of discussion. These discussions are particularly important for the construction industry, where computers are not part of the daily job responsibilities. CCO Certification recently tackled this issue by conducting a data-driven study to assess whether online proctored exams are fair for older crane operators.

Age equity

The study, conducted by a team of psychometricians, looked at candidates for the Mobile Crane Operator certification and compared the experiences of older candidates to those of younger, first-time test takers. With data from more than 16,000 candidates, the study looked at test-taking behaviors, performance, and preferences for the exam modality. The findings indicated that preferences for modality were age-neutral. While older candidates were slightly less likely to choose online proctored testing (OPT), a significant number still ultimately decided to test through OPT. Most older candidates preferred in-person settings tied to training centers, not because of technology issues, but because of familiarity and the support that these environments offer.

In terms of performance, the differences were minimal. Older candidates scored slightly lower on complex specialty exams but performed at or above the level of younger candidates on the Core exam, which is required for all Mobile certification programs. Notably, these performance trends were consistent, regardless of the mode of the exam, which suggests that online formats did not place older candidates at a disadvantage. When it came to pacing, older test-takers took a bit longer to complete the exams, especially those with digital navigation. However, this pattern was consistent across all testing formats and did not indicate any unfair disadvantage specific to online proctoring.

Equal access

The study did not yield any significant evidence that online proctored testing places a barrier for older candidates. While there are some slight differences in preferences and pacing, the overall performance on exams were consistent across age groups and testing modalities. These findings are reassuring, as they suggest that flexible exam delivery methods can support a broad range of candidates without compromising fairness.

Removing barriers

These results may encourage employers to invest in support systems – such as digital literacy workshops or hybrid preparation models – to help ease the transition for candidates less familiar with online formats. By taking a proactive approach, the construction industry can remove barriers before they arise and ensure that all test-takers, regardless of age or background, are positioned for success in an evolving certification landscape.

As CCO and other certification bodies continue to innovate, our research provides a valuable precedent for balancing technological progress with accessibility, so that all candidates, regardless of age, have a fair opportunity to succeed. CCO is committed to continuing to research this topic to ensure fairness among all test-takers.

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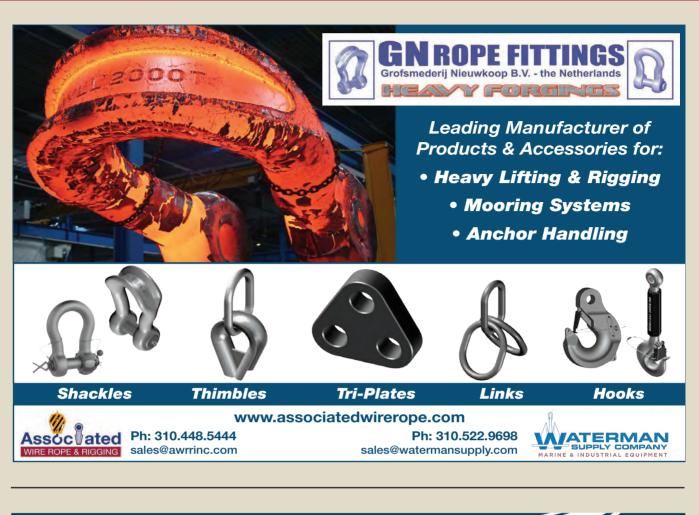
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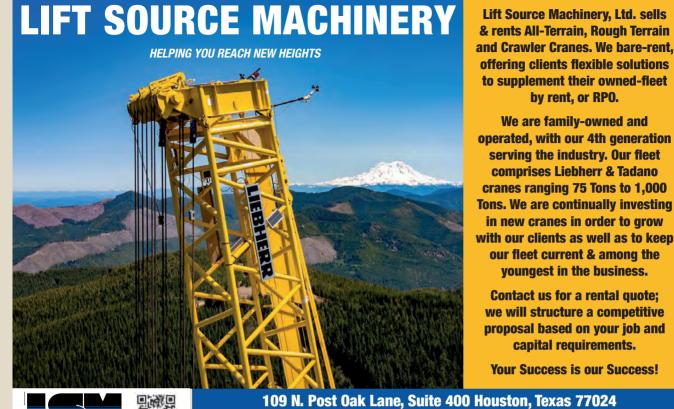
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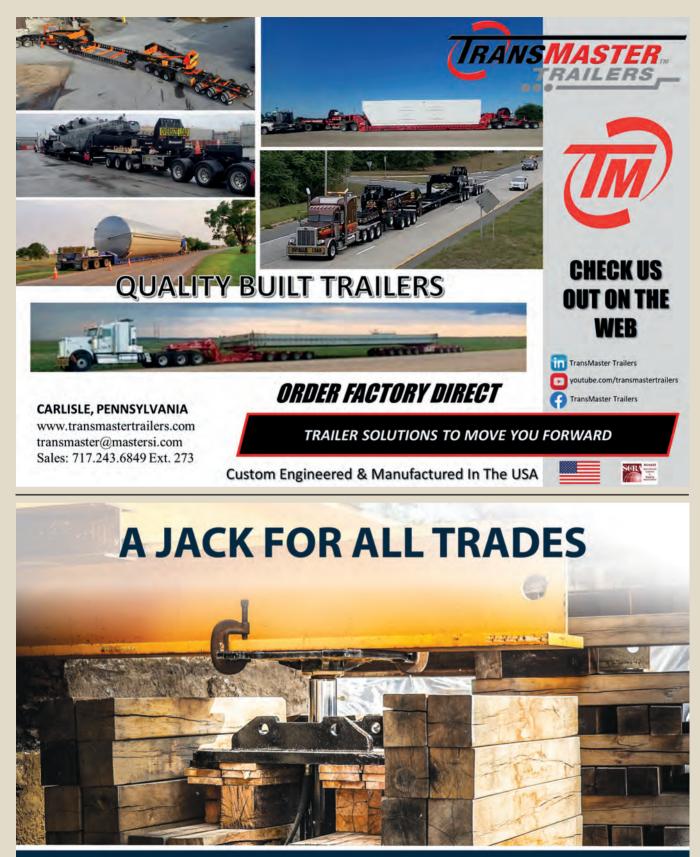


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New COO named at Wilkerson

arry Smith has been promoted to chief operating officer of Wilkerson Crane Rental. Smith has been integral to the Wilkerson team since September 2014, holding various operational roles at the company.

"Over the past decade, his unmatched dedication, leadership and industry expertise have played a key role in shaping the company's direction and success," the company said. "Larry's



As COO, Smith will oversee all sales and operations



functions, helping to enhance customer service and drive continued growth for Wilkerson Crane Rental.

"Larry has more than earned this role through a career built on dedication, handson leadership and a deep commitment to our people and values," said Cody Ward, CEO, Wilkerson Crane Rental. "I'm grateful to have him step into the role of COO as we continue to work together to execute our aggressive growth plan."

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RAFAEL DE LOS SANTOS **DIAZ** has ioined the Mammoet team as

business development director, Mexico. He has more than 20 years of experience in leading operations and commercial positions in the transportation, logistics and home appliance industries in the North American region.

New president for Kalyn Siebert

Josh Frederick

Kalyn Siebert has appointed Trov Geisler as its new president. A seasoned leader in the trailer manufacturing industry, Geisler will oversee company operations with a focus on product innovation, program growth and strategic partnerships.

Geisler brings more than 20 years of experience in sales, marketing and quality, with a strong background in the commercial and defense

sectors. Prior to ioining Kalvn Siebert, he was vice president of sales/ marketing at Talbert Manufacturing.

"Troy understands this industry at every level – from the shop floor to the C-suite - and has a proven track record of building highperformance teams, driving growth and delivering results,"



Troy Geisler

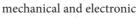
said Jake Radish, president and COO at parent company Engineered Transportation International. "As we expand our presence in the military and heavy-haul markets, his experience and leadership will

be critical to advancing our customer commitments and growing the brand."

Link-Belt names Frederick to new role

Josh Frederick has been named director of corporate planning and strategy at Link-Belt Cranes.

Frederick began his career in 1997 as a mechanical engineer at Chrysler before moving to Cummins in 1999 to work on



configurations for engine fuel economy. In 2009, he moved to Valvoline, where he improved technical service of commercial vehicle fleets and later formulated heavyduty and light-duty engine oils while chairing related committees for the American Petroleum Institute and the American Society for Testing and Materials.

"We are excited to have Josh's heavy equipment and business experience onboard at Link-Belt," said Link-Belt CEO Melvin Porter. "We believe his background will be a key asset."



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