

ACT

The magazine for the crane and transport industry

A KHL Group Publication

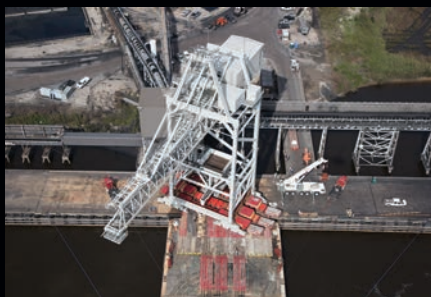
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**Will synthetic
rope replace
wire rope?**

**Interview:
DICA's
Kris
Koberg**

**2014
SC&RA
Job of the
Year Awards**

Brilliant!



Official domestic
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REGIONAL REPORT
Canada
p38



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Getting it right

Remember in 2012 when the luxury cruise liner *Costa Concordia* was wrecked off the coast of Italy? The image of the crippled ship resting on its side against a rock ledge was shown on television news stations for weeks. Next was the huge task of removing the wreck.

Fagioli was brought in to engineer the removal of the ship in a project that involved a remarkable level of engineering, rigging innovativeness and guts. This project was one of six incredible jobs that won SC&RA Job of the Year trophies. Our Job of the Year special section starting on page 47 reviews the winning jobs and provides an overview of all the amazing jobs entered.

Folks in our industry are not pleased that the federal mandate for crane operator certification will likely be delayed three years from the original date of November 2014. But they also realize that this delay is necessary in order for OSHA to fix the rule to better define the role that certification plays in assuring a qualified crane operator. National and key regional associations and crane industry leaders from around the country wrote letters calling for extending the deadline so the rule can be reopened, changed and made right. Further testament to the fact that the rule needs to be changed is a letter signed by 16 members of the original Cranes and Derricks Committee (C-DAC). The letter said "it was never the intent of C-DAC that crane operator certification should be according to the capacity of the crane." See our NCCCO News column on page 25 for a better understanding of what's ahead for crane operator certification.

Even though it wrapped up two months ago, people are still talking about ConExpo, and our review on page 16, sums up the "mood" of the show. The word optimism was prevalent.

This month we also have great news to share about our own ACT team. First off, Matt Burk is our new Advertising Manager. Burk brings many years of success in the construction trade publishing industry to our magazine, and he is looking forward to getting to know better the movers and shakers in the crane, rigging and specialized transport industry. We are also pleased to introduce to our readers our new Assistant Editor John Skelly, an experienced journalist who is looking forward to learning and covering the crane and transport industry. I'm sure you will be interacting with both Burk and Skelly in the coming months, and I think you will be impressed!

In other staff news, congratulations to Bev O'Dell, who was recently promoted to ACT's National Account Manager.

We wrapped up this issue just two days after the SC&RA Annual Conference adjourned. You will find in-depth coverage of that event in our June issue.

And finally, what's going on with your company, your equipment and your people? Drop us a line!

D. ANN SLAYTON SHIFFLER

Editor

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Crane portfolio



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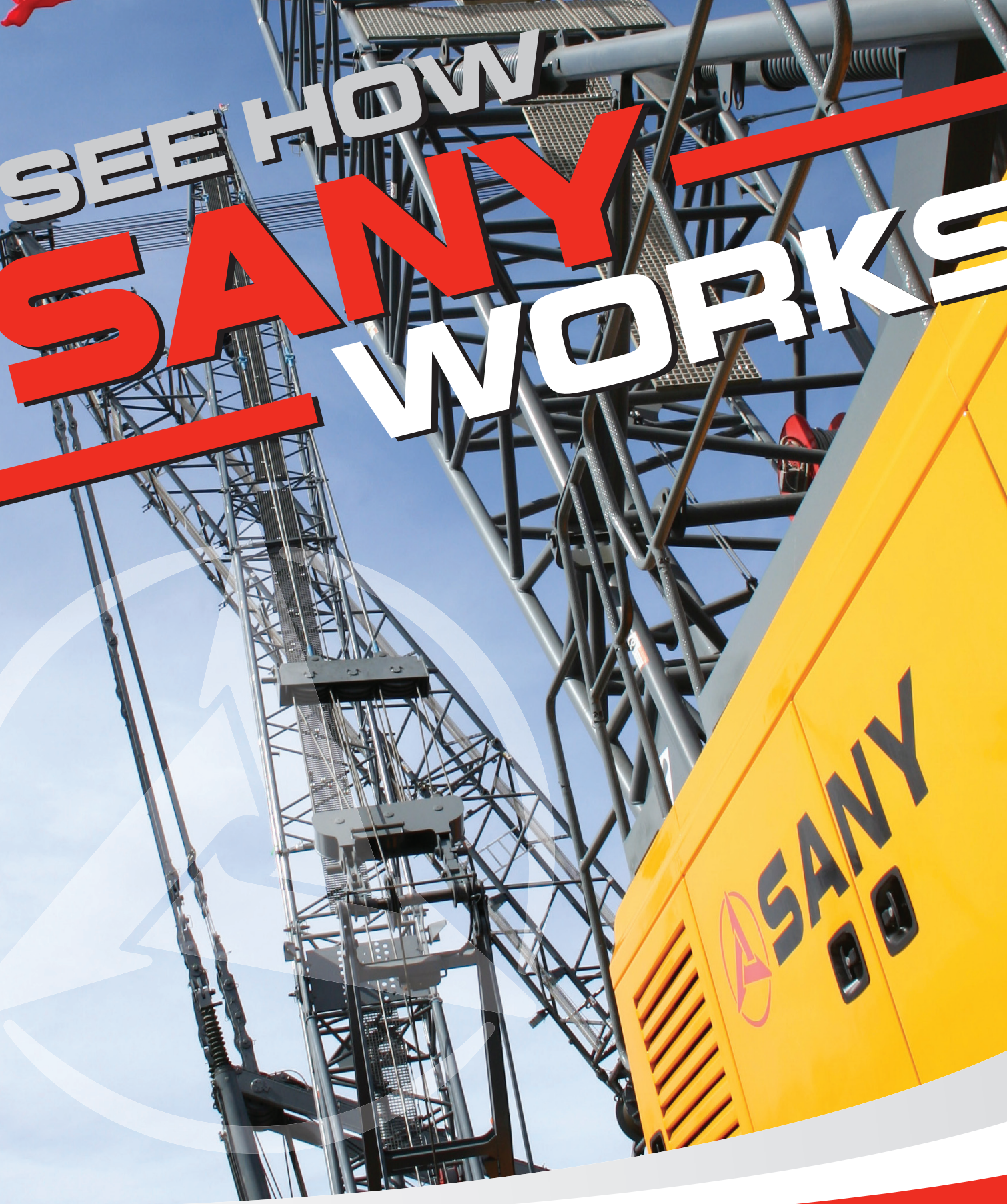


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Celebrating SC&RA's Job of the Year winners. See our special section starting on page 47.



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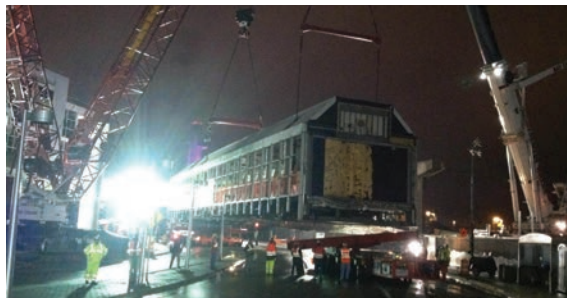
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The most comprehensive listing of crane and transport services and equipment in North America

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■ Alps Wire Rope is open for business at its new warehouse located in Harrisburg, PA, following its move from Columbus, OH. The company operates a network of warehouses positioned across the U.S.

■ Stephenson Equipment added a Potain Igo T 130 self-erecting tower crane to its rental fleet. The crane has a 50 meter folding jib and an 8 ton capacity. It is fitted with the Ultra View operator's cab and the SmartCom system sensors.

■ Dean Sims II, vice president, Sims Crane & Equipment, is founder of the Tampa Bay Chapter of Construction Angels, a nonprofit organization that helps with financial support for families of construction-industry employees killed on the job. "With all of the industry's dedication to safety education and safety on the job, the fact that onsite deaths in the construction industry are on the rise is of major concern to everyone involved," Sims said. "The reality is, in most cases, the families of loved ones killed on the job need all the financial help they can get."

■ Lift-It Manufacturing was appointed distributor for Netherlands-based wire rope and chain fittings supplier Van Beest. The rigging specialist will now offer Van Beest's Green Pin and Excel product lines, as well as sockets and turnbuckles. "We are delighted to be working with Lift-It, as they are ideally placed in the western sales region to service a large and growing market in which they are already well established," said Chris Keffer, Van Beest's general manager. Michael J. Gelskey, Sr., Lift-It CEO, said "We manufacture the finest rigging available, but what we really offer is safety, service, technical expertise and solutions that exceed our customers' expectations."

Barnhart elected president of SC&RA



Alan Barnhart accepts the SC&RA presidential gavel from SC&RA Chairman Ron Montgomery.

Alan Barnhart was elected president of the Specialized Carriers & Rigging Association for 2014-2015 at the organization's Annual Conference, April 22-26, at the Boca Raton Resort, Boca Raton, FL. Barnhart is president of Memphis, TN-based Barnhart Inc. Joining Barnhart as officers for the 2014-2015 term are:

- Chairman: Ron Montgomery, Intermountain Rigging and Heavy Haul, Salt Lake City, UT
- Vice President: Bruce Forster, Rigging Gear Sales, Dixon, IL

- Treasurer: Delynn Burkhalter, Burkhalter, Columbus, MS
 - Assistant Treasurer: John McTyre Sr., McTyre Trucking, Orlando, FL
- Also joining the Board are four newly elected Group Chairs:
- Allied Industries Group: Eddy Kitchen, Kitchen's Crane & Equipment, Chesterfield, VA
 - Crane & Rigging Group: Larry Curran, J.J. Curran Crane Co., Detroit, MI
 - Transportation Group: Jay Folladori, Landstar Transportation Logistics, Inc., Jacksonville, FL

- Ladies Group: Karen Wood, WHECO Corp., Richland, WA
- Additionally, SC&RA elected the following six new board members to serve three-year terms:
- Scott Bragg, Bragg Companies, Long Beach, CA
 - Michael Connelly, Connelly Crane Rental Corp., Detroit, MI
 - David Cowley, Cowley & Associates, Longview, TX
 - Geary Buchanan, Buchanan Hauling & Rigging, Inc., Fort Wayne, IN
 - Richard Miller, Bigge Crane & Rigging, San Leandro, CA
 - Gary Stang, Anderson Trucking Service, Inc., St. Cloud, MN
- Look for a full recap of the SC&RA Annual Conference in the June issue of ACT. Also, don't miss our exclusive coverage of the Job of the Year winners in our special section starting on page 47. ■

Manitex International posts record results in 2013

Manitex International reported record financial results for 2013. In 2013 net revenue rose by \$39.8 million or 19 percent, to a record \$245.1 million, compared to \$205.2 million in 2012. For the fourth quarter of 2013, net revenue was \$65.4 million, a 16 percent year-over-year increase from \$56.5 million.

Earnings before interest, taxes, depreciation and amortization (EBITDA) in 2013 were \$21.5 million (8.8 percent of sales), compared to \$17.9 million and 8.7

percent in 2012, an increase in EBITDA of 20 percent. For the fourth quarter 2013, EBITDA was \$6.2 million or 9.5 percent of sales, compared to \$4.1 million and 7.3 percent of sales, an increase of 52 percent.

David Langevin, Manitex chairman and CEO, said, "We ended 2013 on solid financial footing, with record top- and bottom-line results. While we saw some volatility in market demand throughout the year, we achieved respectable organic growth and also had

solid contributions from the acquisitions we made in the year. We are also pleased to report that our backlog in cranes for the start of 2014 is up approximately 50 percent since year-end, a level that represents our strongest order intake in over 18 months, and gives us improved visibility for 2014. North America remains our most active geographic market and we've continued to drive execution in an environment in which we are seeing modest economic growth." ■

■ Crane Institute of America launched the 10th edition of its *Mobile Cranes Handbook* by James Headley, providing a study guide for mobile crane operators who are preparing to take accredited certification exams. The guide includes useful illustrations and real-world examples and covers essential topics on crane setup, operation and hazards. First published in 1999, the 10th edition includes updates reflecting the latest industry standards and best practices. The additions are important with OSHA 29 CFR 1926.1400 requiring the certification of operators if the equipment is used in activities other than maintenance and repair.

OSHA schedules hearing on certification

OSHA has scheduled an informal public hearing to discuss its proposed rule to extend the compliance date for the crane operator certification requirement and the existing phase-in requirement that employers ensure that their operators are qualified to operate the equipment.

The public hearing will be held on May 19 in the auditorium of the U.S.

Department of Labor in Washington, DC.

The hearing follows the February 10, 2014 Notice of Proposed Rulemaking, issued by OSHA, proposing to extend the deadline for operator certification by three years to

November 10, 2017, and to extend the existing employer duties for the same period.

The purpose of the hearing is to gather additional information related to whether OSHA should extend the requirement by three years or not at all. *ACT* will provide coverage of the hearing in the June issue. ■

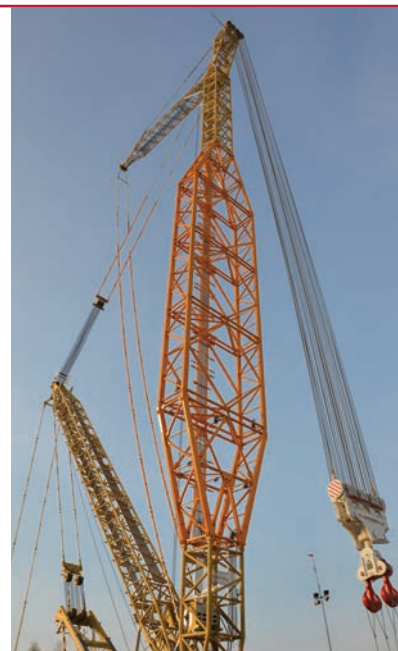
Terex Boom Booster kits for Sarens

The first unit of the distinctive large boom of the new Terex Cranes Boom Booster was undergoing testing at its factory in Germany at the end of March, prior to delivery to Sarens, the first customer of this new technology.

Sarens, with headquarters in Belgium, was a key driver in the development of the system, which was first revealed in *ACT*'s sister magazine *International Cranes and Specialized Transport*

in December 2013. As one of the largest heavy lifting, crane rental and specialized transport companies, Sarens has the world's largest fleet of CC 8800-1 cranes.

Sarens is awaiting delivery of the first Boom Booster kit and a second unit will follow. A primary application is erection, maintenance and dismantling of ultra large wind turbines, for example, the Enercon E-126. The other main application is the



Talbert Manufacturing has launched the E3Nitro, a nitrogen-assisted equalizing system that provides the versatility that haulers with East Coast trailers need to run in 3+1, 3+2 or 3+3 spread-axle configurations. It's part of a larger series including the E2Nitro and E1Nitro.



Maxim Crane invests in RT fleet

Maxim Crane Works has added more than 30 new rough terrain cranes to its fleet so far this year as part of a multi-million dollar fleet expansion plan. The new RTs were received in the first quarter of 2014, with more units set to join the fleet later in the year. The new cranes include Grove and Link-Belt products and range in size from 50-ton to 130-ton.

"We have invested over \$70 million in new equipment over the last 18 months," said Larry Lis, vice president, northeast region for Maxim Crane. "This significant investment in our fleet, as well as the addition of experienced crane sales reps, technicians and support equipment, emphasizes our commitment to our customers, our team and our confidence in the U.S. crane rental market."

Central Region President Randy Johnston said Maxim's ability to react to customers' and jobsite needs on a 24/7 basis is critical in today's market.

"Our team is able to communicate instantly with our national branch network to deploy the cranes to the jobsite within the regions and across the country as needed," he said.



petrochemical industry, for erecting flare stacks, boiler racks and modules that require a typical vessel lift configuration. Configured as pictured, with a heavy duty 12 meter fixed jib on an 88 meter main boom, capacity is 945 tons to a 20 meter radius and the hook height is 94 meters.

The Boom Booster is designed to combat the limiting factor of lateral deflection in a crane's boom. It widens the load bearing chords of the boom to increase the limit given by lateral deflection.

It gives its greatest advantage at steep boom angle configurations with a luffing jib. ■

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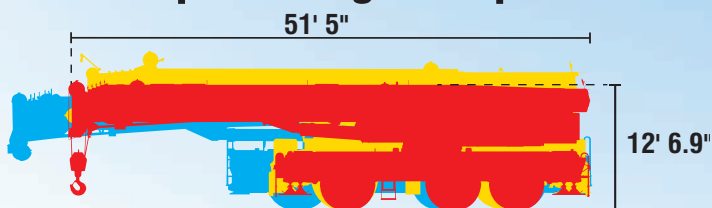
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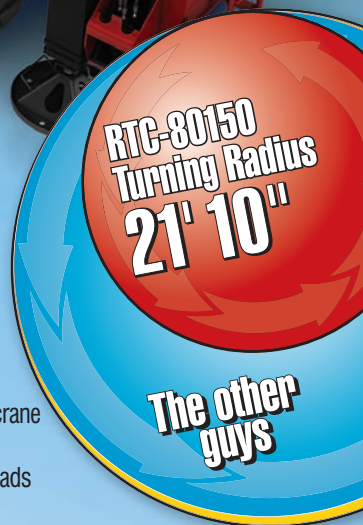
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New Tadanos for Panhandle Steel, Coast Crane

Amarillo, TX-based Panhandle Steel Erectors added a Tadano 160-ton ATF 130G-5 to its fleet. The new all-terrain crane joins Panhandle Steel's other Tadanos including a 110-ton capacity ATF90G-5, a 130-ton ATF 110G-5 and a 250-ton ATF 220G-5.

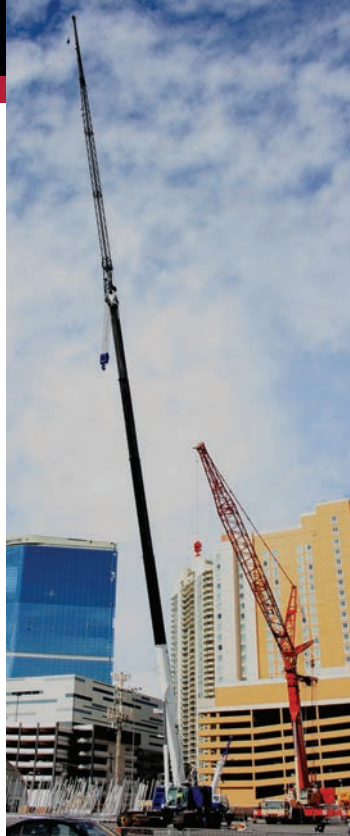
With a capacity of 160 tons, the ATF 130G-5 features a 196.8-foot boom and a 105-foot jib.

In another transaction, Coast Crane ordered 12 cranes from Tadano America. The deal includes two of the new 160-ton capacity GR-1600XL-2 rough terrains and the

Tadano RTs are popular in oil and gas markets in Texas.

GR-150XL-1, GR-350XL-2, GR-550XL-2, GR-750XL-2 and GR-1000XL-2 RT models. Also part of the order is the new 130-ton capacity Mantis GTC-1200 telescopic boom crawler crane.

"Our decision to make this purchase was driven by our customers' growing recognition of Tadano's unsurpassed quality within our rental fleet and retail distribution business," said Nick Matthews, Essex Rental Corp. president and CEO. "We are very excited to continue the



strong partnership we have enjoyed over the last 10 years with Tadano America Corporation."

Bishop Lifting acquires Delta Rigging

SBP Holdings, through its wholly owned subsidiary Bishop Lifting Products, has completed the acquisition of Delta Rigging & Tools headquartered in Houston.

Both companies specialize in the fabrication and distribution of slings, wire rope and rigging products, crane and rigging inspection services, engineered solutions, and equipment rental. The new combined company will go to market under the brands Bishop Lifting Products, Delta Rigging & Tools, Delta Rentals & Rigging, and Morgan City Rentals. They will operate a total of 23 branches across the U.S. and employ more than 700 staff.

"The combination of Bishop Lifting and Delta will bring great value to our customers," said Derrick Deakins, president of Bishop Lifting Products. "The wide spectrum of products and services, extended geographic footprint, and technical expertise created by the acquisition positions Bishop Lifting Products to become the clear leader in the wire rope and rigging industry. The addition of rental equipment services will be a new offering that will benefit the combined customer base."

Empire Crane adds latest Shuttlelift to inventory

Empire Crane has purchased a new Shuttlelift CD5520 industrial crane, following its market debut at ConExpo 2014.

The crane dealer, one of the first to obtain the new

Shuttlelift from Manitowoc, expects to sell the crane on to one of its customers in the near future.

"We always buy the latest and greatest cranes for our customers," said Luke

Loneragan, vice president of Empire. "With its 20-ton capacity and best-in-class 54-foot, 6-inch boom, we are confident that the CD5520 will sell very quickly."

The Shuttlelift CD5520 replaces the CD5560B industrial crane, adding new technology and design features. The Shuttlelift offers two jib options: a 15-foot boom extension or a telescoping 15-foot to 25 foot swingaway boom extension.



The Empire Crane team pose in front of their new Shuttlelift CD5520 at ConExpo.

Goldhofer's Stefan Kohler and Stefan Fuchs congratulate Harry Baker of Phoenix, AZ-based Southwest Industrial on his purchase of a new Goldhofer THP/DR modular system at ConExpo. For additional ConExpo coverage please see page 16.





ALL adds 'city crane' to fleet

ALL Erection and Crane Rental has added a third 45-ton capacity Liebherr LTC 1045-3.1 to its fleet. Known as a "city crane," the unit is different than a typical all terrain crane because it has only one cab.

"We received our first city crane in May 2013, and our operators loved it," said Michael Liptak, president of the ALL Family of Companies."

The single cab telescopes forward or back for either driving or crane operations.

AmQuip inks big Terex buy, including Superlift

The tallest crane at ConExpo is headed for Pennsylvania-based AmQuip. The company recently inked a big order with Terex that included the 716-ton capacity Superlift 3800 and 24 RT 555-1 rough terrain cranes.

"We organized our team of crawler experts, fleet managers, and project principals to review all of the cranes available in this class," said Al Bove, COO of AmQuip. "After a lengthy and well thought through process our team unanimously decided that the 3800 was

overall the best crane offered in this class."

AmQuip purchased the crane with the luffing jib and mobile counterweight wagon.

"With project work increasing, AmQuip wanted to set itself apart from the competition," said Jon Capuzzi, AmQuip chief product officer. "Knowing Terex's product is proven; AmQuip's team decided that purchasing the SL3800 will be a solution for AmQuip customer's lifting requirements."

AmQuip expects to use



Sealing the deal for 24 RTS and a Superlift 3800 were AmQuip Operations Vice President Mike Good, Terex Cranes President Tim Ford, AmQuip Chief Product Officer Jon Capuzzi and Terex Vice President and GM Terex Cranes North America Dan Slater.

the new RTs at general construction jobsites and in the petrochemical sector. ■

Wind show expo convenes in 'Vegas

WINDPOWER, the annual conference and exposition hosted by the American Wind Energy Association, is scheduled for May 5-8 in Las Vegas. The event will take place at the Mandalay Bay

Convention Center.

The goal of the exhibition is to "generate actionable ideas for expanding the wind energy economy through technology and collaboration," according to their website, windpowerexpo.org.

This year's event boasts close to 500 exhibitors, including some who represent crane and transportation companies.

In addition to the events happening inside the convention center, WINDPOWER 2014 will feature a night on the town with a Cirque du Soleil performance of Michael Jackson ONE followed by a reception at the Eyecandy Sound Lounge. Tickets are available for purchase through the organization's website.

The exposition will also include the WINDPOWER 2014 Golf Open at the Silverstone Golf Club on Sunday, May 4 and a 5K race sponsored by GE on Tuesday, May 6. All proceeds for both events support the Wind Energy Foundation.



SELECT EXHIBITORS

- ALL Erection & Crane Rental Corp.
- Cianbro Corporation
- Fagen, Inc.
- Infrastructure and Energy Alternatives
- Manitowoc Cranes
- Michels Corporation
- NCSG Crane and Heavy Haul Services (Mullen Crane and Transport, Inc.)
- Palfinger North America
- RAD Torque Systems
- Reed & Reed Inc.
- Sentry Engineering Group, Inc.
- Spartan Mat, Inc.
- TNT Crane & Rigging
- Wanzek Construction, Inc.



At ConExpo in March, Crane Service purchased a new Grove GMK6400 with the mega wing package. The company said the new AT will serve its Texas divisions, and that the mega-wing package adds capacity to the crane and is logistically easier and safer to install. Pictured are (left to right) Don Himelfarb of McClung-Logan Holdings; Joe McKeehan of H & E Equipment Services; Crane Service Inc. President Scott Wilson; Robert Matz of Power Equipment Company; Brandon Turner of McClung-Logan Holdings; and Cary Burr of H & E Equipment Services.



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ATF 110G-5 (130 ton)

ATF 90G-4 (110 ton)

ATF 70G-4 (75 ton)

ATF 50G-3 (55 ton)



SAFETY FIRST



Photo: hydraulic offset jib (optional)

Rough Terrain Line-up

GR-1600XL-2 (160 ton)

GR-1000XL-2 (100 ton)

GR-750XL-2 (75 ton)

GR-550XL-2 (55 ton)

GR-350XL-2 (35 ton)

GR-150XL (15 ton)

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Reflections

What did people really think about ConExpo 2014?

The feedback is in and the news is good for the crane and specialized transportation sector.



People are still talking about ConExpo Con/Agg 2014 held in March in Las Vegas. Beyond the product launches, machines exhibited and deals made, there's still a lot of chatter about the amazing equipment, record crowds and the sense of optimism

described by exhibitors and attendees alike.

During and after the show, *ACT* asked for feedback and perceptions of those who attended the tradeshow. Some comments were edited for brevity and duplication. ■

The show was a great opportunity to catch up with customers, distributors and crane industry people. At the beginning, there was great anticipation, as if people were waiting to see how ConExpo would turn out. After a day or two days, anticipation turned into excitement, with tremendous traffic. Excitement resulted in enthusiasm and a very positive atmosphere. We signed significant orders, which of course is good news for Terex, but the highlight was the great night we had with friends – new and old – at the Terex-hosted ZZ Top concert, where our customers got to experience first-hand the hospitality Terex is known for.

TIM FORD, president, Terex Cranes

I was naturally impressed with the scope of Con-Expo. There was definitely optimism in the air.

DAN SWIGGUM, chief crane instructor/
NCCCO Practical Examiner, Associated
Training Services



Dan Sutherland of Delta Crane Service runs the simulator in the Tadano booth.

I could sum up ConExpo in one word: Optimism. After years of less-positive outlooks, visitors to our booth were optimistic about the future. Not only existing customers stopped by to have a closer look at the Liebherr equipment, I could also welcome many first timers who were interested in our drill rigs or lift cranes. Due to the improved economic climate, many made the trip out to Las Vegas either for the first time or in a long time, which kept everybody continuously busy.

WOLFGANG HERZOG, vice president sales,
Southeast/Caribbean, Liebherr Nenzing
Crane

We have seen our show attendance increase steadily over the years as a direct result of our growing customer base and the brand recognition of Kobelco Cranes. Our dealers and customers were definitely in an upbeat mood.

GREG BALLWEG, general manager, Kobelco
Cranes



PSC Crane & Rigging's Sever family showed up for the handover of its latest Goldhofer transport system.

It was wonderful that ALL's 50th anniversary happened to fall on a ConExpo year – what a nice way to celebrate. I'm grateful to all of the manufacturers who went out of their way to recognize our company and our achievements in the industry. We love the opportunity to get out and meet everyone in one convenient place. Our service managers could get to the exhibits of parts, tooling and other suppliers introducing innovations. We also had finance experts, sales representatives, risk managers, safety pros and our general managers from branches all over the country working the show hard. We are excited about the pulse of the market right now, and I think that's reflected in the new equipment packages we announced.

KRIS LIPTAK, All Erection



The Liebherr booth was booming with new crane models.



I would like to say that considering the last four shows, ConExpo 2014 was by far the best event. We had more traffic than ever, (and) also the audience was very interested in our products. Speaking for the crane division, we had very promising discussions and one could tell that the interest was clearly in the direction to buy equipment in the near future. Most customers and visitors confirmed a greater optimistic outlook for this year, indicating a very high possibility of actual deals. Besides the talking, we actually signed contracts at the show. Funny enough, one guy showed up and obviously liked what we offered and purchased a crane on the spot for the first time. All in all a perfect show with a promising outlook.

GEORG DIESCH, president, Liebherr Cranes



New from Manitowoc were two ground-breaking crawler cranes. The 330-ton MLC300 and the 716-ton MLC650 are loaded with an array of innovative features, most notably their unique Variable Position Counterweight.

Magic, impressive, fantastic! Those were typical reactions of visitors to the Goldhofer stand. The trade show was a great success, and the THP/DR heavy-duty modules at our stand met with a sensational response. Our expectations in the new heavy-duty module, which were pretty high to begin with, were easily exceeded.

STEFAN FUCHS, CEO, Goldhofer



Altec's Matt Trefz demonstrates the company's latest boom truck cab.

ConExpo was an exciting and successful event for Manitowoc Cranes by all standards and measurements. Booth activity and the quality of attendees were excellent and orders booked during the show exceeded our pre-show expectations. The overall atmosphere of the show was noticeably positive and much improved from 2011.

JOHN BITTNER, vice president, global marketing, Manitowoc Cranes

>18



Kobelco's Jack Fendrick and Bigge's Weston Settlemier shake hands before a champagne toast celebrating the handover of a new Kobelco CK2750, one of 25 new crawlers Bigge purchased from Kobelco recently.

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Broderson showed off industrial cranes purchased by All Erection and Bigge Crane & Rigging.

Link-Belt's customers showed strong interest in all of our new models introduced at ConExpo. They were very optimistic about their crane business activity going forward. The launch of telematics, the latest addition to Link-Belt Pulse, was extremely well received, specifically our approach that gives the crane owner control over their data.

PAT COLLINS, director product marketing, Link-Belt Cranes

ConExpo 2014 was one of great weather, outstanding exhibits and positive energy. It was one of the most upbeat events in the past 10 years, and it seemed to generate a lot of buzz and excitement for the industry. Our team left the show feeling very optimistic about the new products that were displayed, the support from the manufacturers and the overwhelmingly positive comments about current utilization and trending demands for the industry. The Maxim team clearly felt honored to see our name on several new products.

FRANK BARDONARO, president, sales and business development, Maxim Crane Works

We have led promising background talks with potential customers and have faced huge interest in our existing and upcoming products specified for the U.S. market. Especially the cooperation with our partner PFC concerning our HighwayTrailer was a topic on and around the booth. ConExpo was a great stage to communicate this huge step to more customer proximity in the U.S.

SUSANNE SCHLEGEL, president, Scheuerle and Kamag

The record attendance, booth traffic and enthusiasm of the attendees at ConExpo were fantastic. The show provided us with a great opportunity to connect with customers and vendors from around the world.

KEVIN KOBERG, marketing director, DICA



Traffic exceeded our expectations. Our impression is that people are optimistic and are starting to plan accordingly. Customers seem to be adjusting to the fact that there will most likely not be an economic boom, but rather a continued, gradual economic recovery. It was a great buying as well as lead-generating show.

JAY SHIFFLER, vice president and general manager of marketing, Tadano America

From our perspective, it was one of the best attended ConExpos, compared to prior years, and there was a mood of cautious, yet positive optimism. We also experienced a high turnout of visitors from international markets. The increase in products now available from Manitex International was an important factor in the increase in booth attendance. A very positive start to 2014.

ANDREW ROOKE, president/COO, Manitex International

We expected a great deal of interest from visitors but our expectations have actually been exceeded.

BERND SCHWENGBIER, managing director, TII Sales.



The managing directors of PFC, Scheuerle/Kamag and TII Sales (sales arm of the TII Group) together with representatives of long-standing customer Beyel Bros.



Link-Belt's new launches – the ATC-3210, RTC-80150 Series II and TCC-500 – had completed testing and were ready for dispatching to customers throughout the country. ENTREC Corp. received the keys to their new TCC-500 telescopic crawler crane at Link-Belt's stand. Pictured above from left to right: (first row) Johnny Kulak (second row) Craig Nicholson, Whitney Irwin, Lisa Locher, Rod Marlin, Skeeter Collins and John Stevens (third row) Jason Vandenberg, J. Morgan Cronin, Kevin Maguire and Glen Fleming (back row) Mike Smith, Kelly Fiechter and Gavin McLeod.



The tallest crane in the history of ConExpo was the Terex Superlift 3800, a 716-ton lattice boom crawler.



Liebherr took orders for nearly 30 tower cranes in various classes and sizes. They are planned for mixed commercial projects and some also for heavy construction projects. The attendance and atmosphere at ConExpo

More than 1,300 people left their mark on the I Make America artwork at the Terex booth. The finished painting was later donated to AEM, organizer of ConExpo. For a time lapse video of the making of the painting visit <http://youtu.be/y9uWjoErRul>.

signals a continued increase in requirements for state-of-the-art tower cranes.

HANS-MARTIN FRECH, head of marketing, Liebherr-Werk Biberach

A great success. We experienced over twice the activity of the last show. Over 60 percent of our traffic were qualified candidates with over half of those requesting information and/or quotes. We received requests for quotes for more than 30 machines. We are confident that the show will be a precursor to a great year for sales.

BILL CARBEAU, vice president business development, Linden Comansa America

The last time I had 3,500 friends over for a party was three years ago (the last ConExpo). We enjoyed great food, refreshments and the powerful music of ZZ Top. We thanked our customers for their business and asked for their future support.



Manitex's Randy Robertson talks to a customer about the various lines of Manitex International equipment, including the new electric Valla cranes.

You can get tired, but you cannot get tired of this experience.

RON DEFOE, CEO/chairman, Terex Corp.

"ConExpo left a lasting impression on all in attendance. Traffic was consistently flowing in large numbers. An increase in traffic filled the show with excitement, as it became clear that the economy is showing positive signs of recovery."

KRISTI KRANEYK, marketing, Palfinger North America



Linden Comansa's Alberto Munárriz and Bill Carbeau take a break from talking to current and prospective customers about their latest tower cranes.

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In a reversal of fortunes over the previous 18 months, March and April saw the heavy equipment sector rally as the wider markets faltered. **Chris Sleight** reports.

ACT's Heavy Equipment Index (HEI) tracks the performance of eight of America's most significant, publicly-traded construction equipment manufacturers – Astec Industries, Caterpillar, CNH, Deere & Company, Joy Global, Manitowoc and Terex.

Equipment sector rallies

March and April saw shares in the heavy equipment sector continue to rally, even as wider stock market indicators levelled-off or fell. This was much against the run over the last 18 months or so, which has seen equipment manufacturers lag behind blue-chip benchmarks like the Dow.

The previous dynamic was that mainstream stocks were bought by investors as a safe haven. This saw the Dow and many other indicators hit unprecedented levels, despite the lackluster economic picture.

However, since the start of the year, yields on more traditional safe havens have started to rise, while the improving economic picture has increased investors' appetite for greater risk and reward. The sell-off has not been huge yet, but the

levelling-off and beginnings of a decline in both the Dow and S&P 500 toward the end of March could signal the start of a shift in investment patterns.

Add to this the political tension in Europe over Russia's annexation of the Crimea, in the Ukraine, and it is not surprising that indicators are experiencing wobbles.

Economic drivers

In contrast, capital goods sectors like the the ACT Heavy Equipment Index (ACT HEI) have gone from strength to strength. This seems to have been driven by more fundamental economic reasons than the more technical drivers behind the mainstream indicators' downturn.

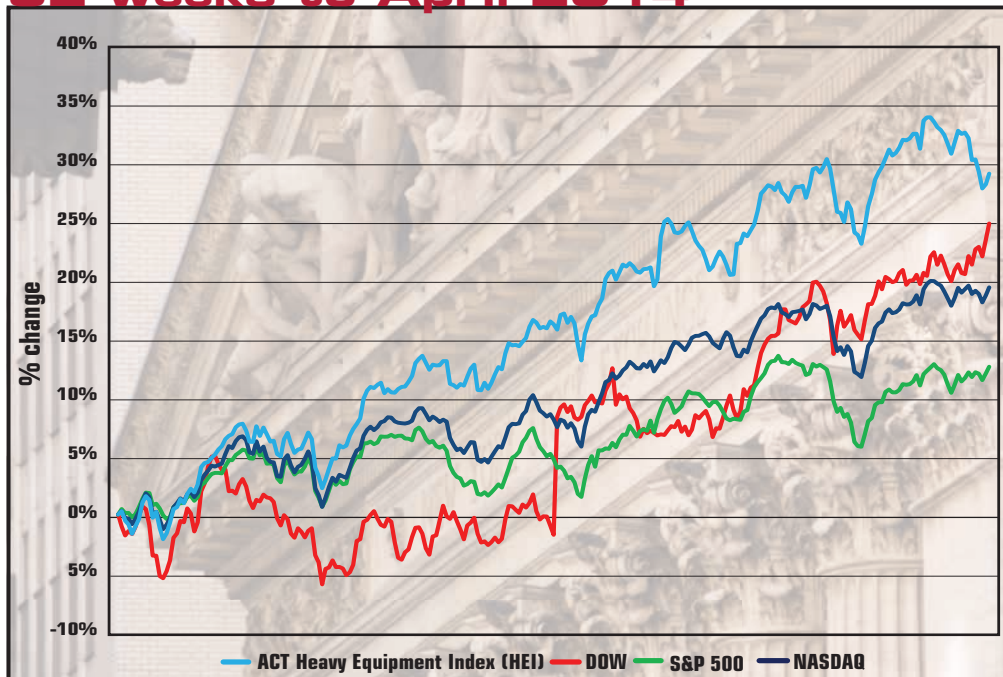
Heavy equipment stocks are behaving more rationally, with share prices rising in the expectation of improving revenues and profits over

the next few quarters, thanks to an improving domestic and international economic picture.

Of course this could all change. So far the situation in the Ukraine has only provoked a diplomatic and political response against Russia from the rest of the world. Serious economic sanctions may follow, which would likely trigger a response from Russia – at the time of writing it was making threats to suspend gas supplies to Western Europe. The situation could get worse, with a genuine global economic impact, but for now it is reasonably contained.

Meanwhile, the heavy equipment sector is looking in much better shape than only a few months ago. It hit its highest point in three years in April at 212 points and could go on to break its all-time record around the 220 point mark if the rally continues. ■

52 weeks to April 2014



AUTHOR:

CHRIS SLEIGHT is one of the world's most internationally renowned construction business writers, with specialist expertise in financial markets and stock market analysis. He is editor of KHL's market-leading *International Construction* and is a regular contributor to ACT's sister publication, *International Cranes and Specialized Transport*.



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Daniel Erwin

discusses the details of OSHA's *Recordkeeping Guidelines*, found in CFR 1904.

What is a recordable injury?

I recently overheard a conversation discussing which regulatory standards were the most far-reaching in our industry. Which have caused the most change or demand the most attention? Is it the recent DOT CSA regulations, the new OSHA crane standard, or others? They offered several options and justified each one. Afterwards, I came up with a different answer than any of those proposed.

Instead of me giving my opinion, allow me to first share an example of why I feel the way I do. Imagine watching a child play a baseball game in which he slightly twists his ankle. He grits his teeth, walks it off, plays the remainder of the game in some pain, and is most likely applauded for his dedication. If that child's parent twists his or her ankle while at their place of business, all work in the area will probably stop, detailed reports will be created and shared, a check at a clinic will be recommended, x-rays and/or other scans will be conducted, and many times, a prescription-strength anti-inflammatory or pain medication will be provided. This injury must then be

available for government review, will result in client/contractor follow-up meetings, must be reported to customers for the next three to five years, and will worsen the company's safety metrics which can be detrimental to future business.

Why the large difference in response to the same minor injury? Herein enters what I consider to be the most far-reaching regulatory standard – OSHA's *Recordkeeping Guidelines* – found in CFR 1904. As a result of this standard, injuries must be classified as recordable, First-Aid, lost time, restricted duty, etc. Much of the determination comes from whether the treatment rendered is considered First-Aid or medical treatment.

The list of First-Aid treatments below is taken from the OSHA standard. Any treatment beyond those listed constitutes medical treatment and results in a recordable injury.

- Using a non-prescription medication at non-prescription strength
- Administering tetanus immunizations
- Cleaning, flushing or soaking surface wounds
- Using wound coverings such as bandages, Band-Aids, gauze pads, etc.; or using butterfly bandages or Steri-Strips
- Using hot or cold therapy
- Using any non-rigid means of support, such as elastic bandages, wraps, non-rigid back belts, etc.

- Using temporary immobilization devices while transporting an accident victim (e.g., splints, slings, neck collars, back boards, etc.)
- Drilling of a fingernail or toenail to relieve pressure, or draining fluid from a blister
- Using eye patches
- Removing foreign bodies from the eye using only irrigation or a cotton swab
- Removing splinters or foreign material from areas other than the eye by irrigation, tweezers, cotton swabs or other simple means
- Using finger guards
- Using massages
- Drinking fluids for relief of heat stress

For example, if a laceration receives one stitch or a dab of surgical glue, if it is recommended a patient take over 467 mg of Ibuprofen, if a person is given an anti-inflammatory for a bug bite or a muscle relaxer for lower back pain, then a recordable has occurred.

When a recordable happens, several things result. It must be documented on OSHA summary sheets that are available for review by inspectors, (and if chosen as one of the 80,000 annually must be sent to OSHA). It is commonplace in our industry to have the number of recordables for the past three to five years be sent as a pre-requisite for any job. Each recordable must be uploaded on a monthly,

quarterly or annual basis to the assorted electronic safety networks thereby making the information available to each existing and potential client. Many general contractors/owners have set additional standards requiring recordable incident rates to remain below a certain threshold for continued work.

As the number of recordables leads to either an increase or decrease in work and projects awarded, a large change has occurred in the medical field. Occupational clinics have popped up all over the country. These providers are aware of the 1904 guidelines and advertise an "employer friendly" approach. Occupational nurses are in high demand to treat injuries onsite in the same friendly way. How much time is spent by safety professionals speaking with and choosing medical providers and doing everything possible after the injury to avoid the recordable classification?

In what other area of our industry are millions of dollars and thousands of hours spent on the avoidance of something after the fact?

I think the attempted avoidance of certain injury classifications and the reporting of past, lagging indicators is taking more time and effort than the actual work of preemptively avoiding incidents. What regulation could be more far-reaching than that? ■

THE AUTHOR



Daniel Erwin is director of safety for TNT Crane & Rigging in Houston.

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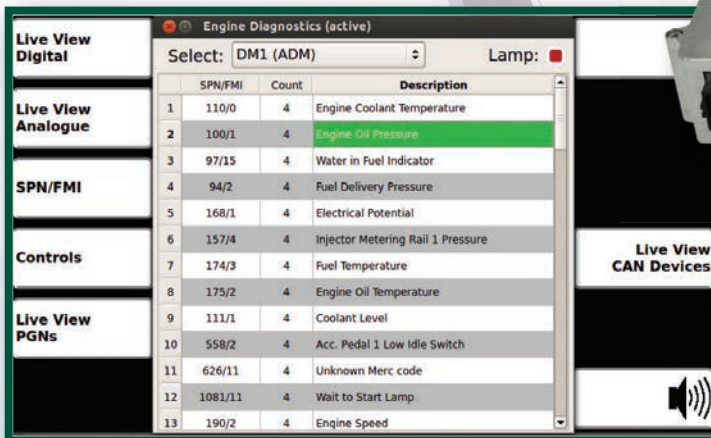
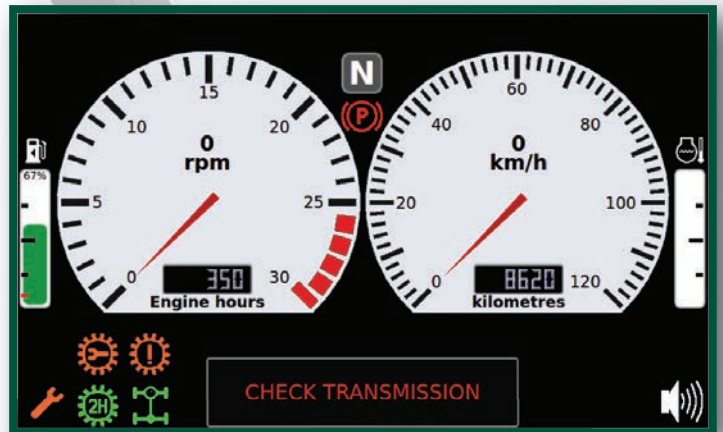


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Industry agrees with OSHA's proposed delay

Final Rule to postpone operator certification expected by mid-year

The industry sent OSHA a clear and unequivocal two-part message last month: Postpone the crane operator certification requirements, and change the crane rule to reflect industry's intent on the role that certification should play in an employer's qualification process.

The response to OSHA's request for comments on its proposal to extend the deadline for operator certification by three years to November 2017 was overwhelmingly supportive, and a further validation of prevailing industry opinion that OSHA's understanding of C-DAC's original intent with respect to crane operator certification is flawed.

Among the more than 40 letters of support received by OSHA before the March 12 deadline were no less than 10 from national and key regional industry associations (see sidebar) representing tens of thousands of employers from all facets of the U.S. construction industry, both union and open shop, labor and management. Contractors, steel erectors, crane rental, utilities, crane distributors and the insurance industry were all represented. A public hearing is scheduled for May 19.

Perhaps most significant of all was a letter signed by 16 members of the Cranes and Derricks Committee (C-DAC) that should finally put to rest any doubts as to what they meant when they wrote the rule in 2003. "It was never the intent of



Industry believes its concerns must be addressed before the crane operator certification rule can be effective

“It was never the intent of C-DAC that crane operator certification should be according to the capacity of the crane.”

CRANE AND DERRICKS ADVISORY COMMITTEE MEMBERS IN A LETTER TO OSHA

C-DAC that crane operator certification should be according to the capacity of the crane,” the letter states, “nor . . . to imply that crane operator certification was equal to qualification.” Additionally, five

The following leading industry associations filed letters with OSHA in support of an extension of the crane operator certification requirement:

- Associated General Contractors of America
- International Union of Operating Engineers
- National Association of Home Builders
- Associated Builders & Contractors
- National Propane Gas Association
- Specialized Carriers & Rigging Association
- American Road & Transportation Builders Association
- Associated Equipment Distributors
- American Subcontractors Association
- Allied Building Metal Industries (New York)
- Crane Owners Association (California)
- National Rural Electric Cooperative Association

C-DAC members wrote individual letters of support.

Many, including the C-DAC members, regretted the delay, but recognized it was necessary to give OSHA time to address industry's concerns. “We urge OSHA to act with all speed to resolve this issue,” C-DAC members stated.

Given that nationally accredited crane operator certification has been proven to save lives (Cal-OSHA crane study, 2008) some industry observers have pointed to the continued exposure to risk that such a delay might cause crane operators. But as leading insurance provider NationsBuilders Insurance Services (NBIS) commented, the “major areas of concern for the future safety of employees working around cranes . . . must be addressed before the regulation can effectively save lives . . . Leaving the rule as written would take us back in time not forward.”

Employers will still have to ensure their operators are trained and qualified during the three-year postponement, OSHA has emphasized.

For those states with their own requirements (see separate story) and employers who follow best practices, the federal OSHA delay is moot.

For many states, it's business as usual

While attention has been focused on federal OSHA's proposal to delay the implementation of a national crane operator certification requirement, many employers continue to seek and maintain certification for their operators as some have done for almost two decades since CCO certification became available. Some are driven by a desire to follow best practices, others by project owners' requirements. Still others work in states that have their own licensing or mandatory certification. Among the 17 states and six cities that maintain their own requirements, several (including California, Washington, and Philadelphia) have set standards considerably higher than the federal proposal.

Did you ever envision a day when synthetic rope would replace traditional wire rope on a crane?

That day has come.

Crane design has come a long way in the past 50 years, but one thing that has remained constant is the utilization of wire rope in the hoist system.

Until this year, that is, when Manitowoc Cranes, in conjunction with Ferndale, WA-based Samson, introduced KZ™100 synthetic hoist rope. The new rope was one of the most talked about developments at ConExpo 2014 in Las Vegas, where KZ™100 was launched on a 70-ton capacity Grove RT770E rough terrain crane.

KZ™100 is made from a combination of high-performance synthetic fibers that provide strength similar to traditional wire rope but is 80 percent lighter.

"The increased strength of these high modulus fibers allows the rope to meet the maximum line pull requirements of mobile cranes," said Michael Quinn, director, new market development, Samson. "A proprietary coating has been added to KZ™100 to improve rope performance in cyclic bend over sheave applications inherent on mobile cranes."

The physical structure of KZ™100



KZ™100 synthetic hoist rope makes its debut on the recently launched Manitowoc RT770E.

Roped in

also contributes to its performance characteristics. Its construction provides a firm cross section that enables efficient multi-layer spooling, prevents load spin, bird caging and permanent damage due to improper spooling. The result is a crane hoist line that is easy and safe to reeve, more durable for spooling and can reduce weight in the overall system, according to Christopher Bratthauar, director of global marketing, Manitowoc Cranes.

The goal was to bring a technology to the crane industry that is completely new and brings benefits to the end user, in terms of ease of use, cost savings and safety. Bratthauar said reception to KZ™100 has been "overwhelmingly positive."

"Customers and dealers immediately recognized the numerous benefits this rope offers them such as lighter weight, no load spin and easy handling and reeving," he said.

Gaining acceptance

Manitowoc and Sampson envision the acceptance of KZ™100 to be similar to the widespread acceptance and usage of synthetic slings in rigging.

"Synthetic slings are an excellent comparison for KZ™100," said Bratthauar. "I think synthetic hoist rope will gain acceptance in a much shorter time period for a few reasons. First, thanks to the widespread use of synthetic slings in rigging, crane owners are familiar with synthetic materials. Second, with today's advances in communication, we can quickly and decisively demonstrate the benefits of synthetic hoisting rope for mobile crane applications."

While Manitowoc has had positive reaction to the KZ™100 rope, Quinn expects mixed response as the first cranes with the new rope make their debut.

"In any new introduction, you have the early adopters and fast followers and you have those who hold on to the older technologies," he said. "At ConExpo, many people walked up as a skeptic and a large portion walked away realizing the potential of the new technology."

Thanks to the lower weight of the rope, many benefits can be imagined, he said.

"There are certainly advantages that customers will realize when using KZ™100. Transportation weights will

be reduced, reeving time and effort can be reduced, and depending on the application and crane type, you could even see an increase to the load chart of the crane," he said.

While the first application of the new rope is on a new RT model, Manitowoc envisions widening the usage of the rope on future new models and on existing cranes. Manitowoc will offer a retrofit package to allow existing mobile crane models to utilize KZ™100 synthetic rope.



Bratthauar anticipates that all crane OEMs will begin offering synthetic ropes in the future. "Currently the KZ™100 technology is being offered exclusively by Manitowoc and has the advantage of being specifically designed as a hoisting rope for mobile crane applications," he said.

Another benefit to changing to this type of rope is that it integrates with existing technologies on Manitowoc/Grove mobile cranes. "There were really no major challenges to overcome in crane design," Bratthauar said.

Tested and retested

The process to bring KZ™100 to market has meant arduous testing, Quinn said.

Manitowoc and Samson started working on the joint project about two years ago. Samson had previous experience replacing wire rope with synthetic in many other markets. Manitowoc saw that Samson's success with different technologies from other industries could be brought forward in terms of crane usage. Samson's first concern was how to spool the synthetic rope on the hoist, Quinn said.

"We weren't really sure, so we took two options we had in known products to see how these performed in baseline tests," he explained. "We started from there and that led us to a specific type of rope construction to the management of the spooling performance on the hoist."

Other performance facets included strength versus diameter tolerance, bend fatigue and testing in various temperatures. Other questions were: How do we attach the rope to the hoist? What do the profiles need to look like on the boom nose?

"We needed to look at every place where the rope would connect to see what kind of wear would take place," he said. "We created a test matrix for each challenge."

For now, KZ™100 is specific to mobile cranes. The plan is for Manitowoc to introduce it on its entire RT series up to the 130-ton capacity RT9130 and going down to the 25-ton capacity industrial cranes."

KZ™100 is made from a combination of Dyneema® high-performance synthetic fibers that provide strength similar to traditional wire rope but is 80 percent lighter.



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"We are looking at how to make this rope work on all terrain cranes, and then on down the road, some other product lines," Quinn said. "Many thousand hours of lab and field testing were conducted to perfect the rope's performance and longevity characteristics."

KZ™100 testing regime

- The RT770E was reeved with 16 parts of line quickly and easily to demonstrate a lift of 255,000 pounds.
- A battery of spooling tests were conducted on the YB7725.
- Pre-production partner ALL Erection and Crane Rental field tested the RT770E on various jobsites.
- Pre-production partner Stephenson Equipment, Inc. field tested the YB7725.
- Laboratory testing at two Samson labs and two third-party labs.
- Over 4,000 hours of machine and sample preparation time completed.
- Over 4.6 miles of rope used during testing and field trials to ensure uniform quality and consistency.

Performs as well as wire

Some 24,500 feet of rope was used in lab and field tests in about 14,000 cycles of reliability testing. It was sent to two independent companies for more testing.

"We've constructed a rope that meets the performance requirements of Manitowoc," Quinn said. "We are very excited to be entering the crane industry by working in a close collaborative partnership with a company as innovative as Manitowoc."

Testing has shown that KZ™100 performs as well as wire rope in every application. The only instance it wouldn't be appropriate is in extremely high temperature applications.

"On the low temperature side, such as below freezing, our ropes actually gain strength by 5 to 10 percent," said Quinn. "But above 140 degrees F, based on the testing we've done, we do not recommend using this rope."

Manitowoc continues to test KZ™100 with some of its pre-production partners in field trials and jobsite applications.

Both companies realize there will be a learning curve when it comes to crane inspection and operation. "You will still need to do the inspection but it will be

different," Quinn said. "In wire rope, you inspect for the number of broken wires. Here we are looking for cut strands and certain levels of abrasion. We have a full guide to inspecting this rope."

Another area that will require training is determining when to retire the rope and how to do field splicing, Quinn said.

"You can splice KZ™100 in the field in about 15 minutes," he said. "It will require some training."

As far as the life of KZ™100, Quinn said if it's handled and maintained properly, then it has a similar lifespan to traditional wire rope.

The advent of the new hoist rope could also mean enhanced crane design, especially since 1,000 feet of KZ™100 rope weighs about 210 pounds and the same amount of wire rope weighs some 1,300 pounds.

Mike Herbert, Manitowoc's director of product planning and marketing, said this product ushers in a new era of hoist rope in crane usage.

"We know that dealers, customers, and crane enthusiasts will see what a leap in technology this first synthetic hoist rope is for the lifting industry," he said. ■

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Named CEO of DICA earlier this year, Kris Koberg leads with compassion and know how. D. Ann Shiffler reports.

Steady force

In the late 1980s there was a growing awareness that outrigger pads should be the foundation of outrigger-enabled equipment, such as cranes, to assure proper load distribution. Back then, most outrigger pads were constructed of wood and cable reels. While early outrigger pads were on the right path, industry leaders were concerned that they didn't hit the mark when it came to certain ground conditions, ease of use, weight, ergonomic safety and lifespan. In other words, there was a need for a better mousetrap.

In 1988, Dick and Carolyn Koberg founded DICA, which initially represented several manufacturing companies supplying fiberglass utility bodies, aerial buckets, small excavating equipment and electrical inverters for gas, electric and telecom utilities. (The name DICA was created from the first two letters of Dick and Carolyn's first names.) During this time, the Kobergs began pursuing the answer to a question posed to them several years earlier: Can you

Launched at ConExpo 2014 in March, DICA's new FiberMax mats reduce transportation costs and provide the engineered performance that is needed for higher capacity cranes and low soil-bearing capacity conditions.

build me a better outrigger pad?

DICA began developing an engineered outrigger pad that would ensure proper load distribution on a range of ground conditions and provide unbreakable strength. The company delivered its first outrigger pads in 1988. Its most successful product is the Safety Tech outrigger pads, which "put the company on the map."

"Today our Made in the USA product line includes Safety Tech® outrigger pads as well as FiberMax outrigger pads, crane pads and crane mats," said Kris Koberg, DICA CEO. "With 50-plus standard models in our line, we're able to fit equipment ranging from less than 1 ton up to 1,000 tons or more."

The family business has also grown to include Kris and his two brothers Kerry and Kevin.

Kris Koberg joined the family business after graduating college in 1991. But then he moved on to "pursue other experiences and opportunities." In 2010, he rejoined the family team as vice president, overseeing all operations. He was named CEO earlier in 2014.

At ConExpo in March, DICA launched its latest product offering, FiberMax outrigger mats. The reception to the new product line has been strong, Koberg said. ACT caught up with him to find out more.

WHAT IS IT ABOUT THE DYNAMICS OF A FAMILY BUSINESS THAT KEEPS YOU ENGAGED?

It is engaging to have a common mission to see the work that was started by your parents continue on and flourish for future generations. My responsibility in terms of our family dynamics is to do everything I can to prevent the business from driving family members apart. It's also rewarding to strive together for successes that make your parents proud.

IS IT EVER DIFFICULT TO WORK WITH YOUR BROTHERS AND FAMILY MEMBERS?

Yes. The good news is that we are all wired differently. The bad news is that we are all wired differently. We try to address issues that arise openly and honestly, which will always be a work in progress. >32

DICA CEO
Kris Koberg
runs the family
business
founded by his
father and
mother, Dick
and Carolyn
Koberg.



The technology behind DICA's FiberMax outrigger pads was first developed for building pedestrian and vehicle bridge systems as a lightweight, long-term replacement to heavy steel structures and rotting wood structures.

Currently, we are working together through a study called The Ascent of a Leader (by Bill Thrall, Bruce McNicol and Ken McElrath) that is assisting us in gaining a deeper understanding of what character-centered leadership is and what steps we can take to engage in it. Some of the early benefits are simply gaining a deeper understanding of each other, while also developing better communication skills. We have come a long way from highly competitive boys playing tackle football in the family room to having to learn how to respect each other, trust each other and run a business together. As you might imagine, this is a constant learning process, but one we are committed to.

AT CONEXPO, DICA LAUNCHED FIBERMAX MATS. WHAT DISTINGUISHES THIS PRODUCT?

The FiberMax product is made up of three distinct lines or "duty's" that each serve different types of equipment. The Heavy Duty line performs very similar to our Heavy Duty Safety Tech line. It is a different material with different properties that some customers may prefer to our Safety Tech engineered thermoplastic material. The Super Duty line provides a nice option for equipment and soil combinations that requires an extra rigid base between 9-16 square feet. The Mega Duty line, available in standard thicknesses from 4-10 inches allows us to fit every crane currently manufactured. This product can be constructed to be strong and rigid like steel at 50 percent of the



weight and will not rot, delaminate, rust or break down like wood or steel. It is an engineered material where the material properties are not affected by the elements or prolonged use. Designing mat solutions for low soil bearing capacities and high loads is no longer a problem.

HOW DID THIS TECHNOLOGY EVOLVE? WHAT HAS BEEN THE RECEPTION?

The technology was first developed for building pedestrian and vehicle bridge systems as a lightweight, long-term replacement to heavy steel structures and rotting wood structures. The reception has been overwhelming. We believe that the industry has been hoping for a product like this, one that would significantly reduce transportation costs and provide the engineered performance that is needed for higher capacity cranes and low soil bearing capacity conditions.

WILL THE FIBERMAX PRODUCTS EVENTUALLY REPLACE OTHER PRODUCT LINES?

No, the FiberMax line is a beautiful extension of our existing Safety Tech line. There is a small amount of overlap that offers our customers options, but the materials and design differences flow together extremely well.

HOW DO YOU SEE THE GENERAL CRANE MARKET PICTURE FOR 2014 AND BEYOND?

We see the market as very positive in 2014 and beyond, both domestically and in many areas around the globe. Assuming government political battles and international disputes trend lower, we believe the industry will continue to stabilize, and will begin growing at a better rate. The construction industry is a major driver of employment, but more importantly, the companies that make up the industry create stable, dependable good-paying jobs and career opportunities.

WHAT DO YOU LIKE ABOUT THIS INDUSTRY?

Outstanding people, who care deeply and who are committed to each other. The industry is driven by ideas, innovation and execution. Exciting developments happen daily. Construction and manufacturing are the backbone of great economies. This is where things are built.

WHAT IS YOUR BUSINESS PHILOSOPHY?

Our Uncle Leo, who ran a successful GM dealership for decades, used the principle that "People do business with people they like" as a cornerstone of his success. My dad, and DICA founder Dick Koberg, has always been focused on making sure we have a "win-win-win" philosophy in whatever we're doing. Both of those ideas are central to what we do at DICA every day. In addition to those, I believe culture and communication are the cornerstones to long-term success. Ideas are easy – execution is hard. Our greatest power is our power to choose. To be successful, we must use it wisely.

WHAT DO YOU DO WHEN YOU AREN'T AT WORK?

I have a wonderful wife and we like to travel and visit with friends when we are not traveling to kids' activities. Our three children are heavily involved in golf, baseball, basketball, softball and music. Every once in a while, I love to get out to the golf course myself.



The DICA team at ConExpo included (front row, from left) Kris Koberg, CEO; Dick Koberg, president and founder; Joshua Ford, fitting consultant; Kerry Koberg, global sales director; (back row, from left) Andy Loff, engineer; Kevin Kabler, fitting consultant; David Boon, sales engineer; and Kevin Koberg, marketing director.

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Boom truck boom?

The market might not be as hot as it once was, but manufacturers have unveiled a number of new boom trucks over the last few months. **Lindsey Anderson** reports.



Terex Cranes debuted its brand new Crossover 8000 at ConExpo last March.

The boom truck market is recovering, according to Jeff Jones, creative director with Smiley Lifting Solutions. Smiley Lifting Solutions is a boom truck manufacturer and spider crane distributor.

"It's still not where everyone would like it to be, which can be measured before the market crash," Jones said "The high cost of new equipment also dictates the growth of the boom truck market."

Smiley's Revolution series of boom trucks work in a range of industries, from steel erection and gas and oil markets to rental and arborists.

"A lot of industries are realizing the capabilities of our new cranes over larger, more expensive boom trucks."

But larger boom trucks were some of the biggest head-turners at ConExpo/Con-Agg 2014.

Is bigger better?

In what they're dubbing the biggest boom truck in North America, Terex Cranes debuted its brand new Crossover 8000 at ConExpo in March. The 80-ton

capacity boom truck features the upper works of the Terex 780 truck crane and X-pattern outriggers. Mounted on a Freightliner chassis, the Crossover 8000 is the first of the Crossover range to have the recently introduced Terex cab that tilts 18 degrees and features a heated seat, standard air-conditioning and electronic joystick controls. Optional hydraulically removable counterweight packages are available at 5,000 pounds, 7,000 pounds, 11,000 pounds and 15,000 pounds.

The Crossover 8000 crane features the same X-pattern outrigger design pioneered in the boom truck market by the Terex Crossover 6000 model. Terex Aerial Work Platforms also uses the X-pattern design for its 180-foot boom lift chassis. The X-pattern outrigger design lowers the overall center of gravity and isolates the crane's upper structure from the truck chassis, reducing chassis torsion and extending its lifetime, according to Terex.

The X-pattern outrigger positioning also eliminates the need for the front stabilizer jack, typically required for boom cranes to

The Terex Crossover 8000 features a new cab that tilts 18 degrees.



counteract the weight of the engine when lifting. This decreases overall crane length and weight.

The crane's three-position outrigger – minimum 6.5-feet, middle 19-feet, 9.3 inches and maximum 26-feet position span – allows the Crossover 8000 to be used in confined spaces and further enhances crane maneuverability, Terex said. With travel speeds in excess of 70 mph, the Crossover 8000 can quickly move from job to job at highway speeds. Once on site, the crane is designed to deliver quick leveling and set up with its independently controlled outriggers and jib that quickly swings and pins into position.

For Jones, however, the company's smaller, more nimble boom trucks, are its bread and butter.

"Our boom trucks offer substantial reach and capacity all mounted on single axle non-CDL trucks or 33,000 GVW trucks, a major cost savings over heavier more expensive tandem trucks that call for special licensing and Federal Excise Tax (FET)," Jones said.

The three new boom truck models that make up the National series – the NBT14, NBT15 and NBT16 – offer the longest boom length and highest capacities for boom trucks in their class, the company said.

The new National Crane NBT60 is the largest boom truck crane ever built by the company.



The Revolution Series of cranes is equipped as rear-mounts or rider seat configurations with continuous rotation and all out/down outriggers as a standard features. The cranes are all designed to be compact and lightweight and require no special permitting, are “very user friendly” and overall are low cost to purchase and maintain.

“They also feature the longest booms offered on a single axle truck, 84-foot reach with the Revolution 84RM and 102 foot-reach with the Revolution XL,” Jones said. “These cranes are compact enough to drive into jobsites where larger multi axle boom trucks can’t maneuver.”

But back to the big boys, the Crossover 8000’s four-section main boom offers a 126-foot length with a 189-foot maximum tip height. Two available jib designs – fixed length of 33 feet and extendable to 57 feet – offer 0, 15 and 30 degree offset positions, providing reach when lifting over objects.

New at ConExpo

Also new on the ConExpo block were Manitowoc’s National boom trucks. The largest National Crane ever built, the new National Crane NBT60, and the new National Crane NBT15 series were displayed for the first time at the trade show.

“For these new National Crane models, we asked customers what they really wanted and needed,” said Ruben Olivas, global product director for truck cranes, boom trucks and carry deck cranes at Manitowoc. “This voice of the customer

collaboration resulted in boom trucks that will truly meet the demands of the market, whether its size, capacity, lifting power, maneuverability or other advanced new features.”

The new NBT60 is the biggest crane in National Crane’s history. This 60-ton capacity crane features a 128-foot, five-section, full-power boom, the longest in its class. A 26 to 45-foot, two-section, offsettable manual extension is also available for the crane.

Even with the larger size of the NBT60, Olivas said the crane is still roadable like

other boom truck cranes and is expected to be useful for the oil and gas industry, as well as for crane rentals.

Other features on the NBT60 include two-piece, hydraulically removable counterweight slabs that can be stowed on the front outrigger box to provide different roading configurations and a very strong zero counterweight load chart for those who need light gross vehicle weights; ground level and in-cab CanBus outrigger controls with a new beam position sensing system that aids the operator in selecting the right load chart based on the crane’s outrigger footprint; an X-shaped footprint that eliminates the need for a single front outrigger as well as the need for an increased clearance area, such as abatable outrigger beams require; and front bumper control of the hoist(s) for quick road setup configuration.

Another newbie was National Cranes’ NBT15 series models that fill the gap between 10-ton and 18-ton cranes.

The three crane models that make up the



Smiley's Revolution series of boom trucks work in a range of industries, from steel erection and gas and oil markets to rental and arborists.



The 70-ton capacity Manitex TC700, introduced in 2013, has been a strong seller, especially in energy markets.

series – the NBT14, NBT15 and NBT16 – offer the longest boom length and highest capacities for boom truck cranes in their class, Olivas said.

National Crane said the cranes will be useful in rental fleets, railroad and municipalities markets.

All three crane models in the new NBT15 series feature a 60-foot, three-section boom. A 22-foot, single section jib is also available. The NBT14 offers a 14-ton capacity; the NBT15 provides a 15-ton capacity; and the NBT16 has a 16-ton capacity.

“These new boom trucks remain ideal for getting into tight spots on the jobsite and can easily hop on and off of the highway without special permitting – in some cases, a commercial driver’s license (CDL) is not even required for the NBT14,” Olivas said. “The NBT15 series has the longest boom in its class – and flexibility in lifting capabilities with their strong capacities and variable outrigger positions.”

Going global

Manitex International, Inc. also showcased one of its most popular boom trucks at ConExpo, the TC700, which, at a lifting capacity of 70 tons, is the company’s most technologically-advanced and largest crane to date, the company said.

The TC700 was launched about nine

months ago and deliveries began in late 2013. The machine was built with global markets in mind; it is CE compliant and designed to be fitted to trucks manufactured around the globe with 12 or 24 volt electrical systems. It also can comply with EN 13000 regulations.

The TC700 has a 70-ton capacity at an 8-foot radius, 115-foot maximum boom length, 180-foot maximum tip height and 15,000 pounds bare drum line pull rating.

The truck crane was designed to be used on commercial carriers, allowing operators quick travel to and between job sites. Once on the job, the TC700’s ROC-rock solid radio outrigger controls, swing out outrigger design, on-board outrigger pads and remote winch control option combine to greatly speed setup time by a single operator, the company said.

Lastly in the boom truck arena at ConExpo, Altec unveiled a new crane cab design that tilts 20 degrees and offers dual entrances for operators. The cab comes standard on the AC45-127S boom truck and is optional for a number of other Altec crane models.

The new front-entry cab design was made to reduce slip and fall hazards associated with side entrances used with ladders. According to Altec, a front entrance is the safest way to access the crane controls when the crane is in the stowed position, or when the crane is positioned 180 degrees from the stowed position. The new addition of the side entry provides convenient access/egress when the crane is positioned perpendicular to the carrier, providing access to the controls from any position throughout the crane’s range of rotation. ■



Altec unveiled a brand new tilting cab for boom trucks at ConExpo.



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Getting stronger

Hal Lundgren reports on strong growth in the crane, rigging and transport sector in Canada.

“When you add the right company, you also add the right people. As individuals, they’re people who want to stay on and help the business grow. Those are the people you value most.”



TED REDMOND
NCSG Crane & Heavy Haul
Alberta, Canada



For Ted Redmond, Tuesday’s weekly hockey games lift him from the speedy tempo of a carpeted office to speedy tempos on an icy floor. The more taxing the hockey match, the more likely he will perspire away pressures of a business that keeps leaping ahead.

“When someone passes you the puck, you’ve got to know what to do with it,” Redmond said. “There’s no time to think about what happened that day at the office.”

On a typical day at Redmond’s company, Edmonton, Alberta-based NCSG Crane and Heavy Haul, a whole lot happens. Led by Redmond, president and CEO, NCSG rocks along at a 26 percent annual growth rate. Thanks primarily to oil and gas opportunities in Canada’s western provinces and much of the western United States, NCSG intends to sustain its solid growth rate – even if 26 percent proves unreasonable.

No matter the growth rate, lots of business is in reach of the prepared. Counting energy business in Western Canada and several U.S. states served by UCSG, Redmond estimates that in the next five years, projects worth about \$1.6 trillion await crane and heavy haul companies.

With a fleet of 280 mobile cranes, 12

specialized cranes, 90 tractors and 300 trailers, NCSG is well equipped for both industry segments.

NCSG reached its strong position, in part, with timely acquisitions. Acquiring companies has spurred recent growth from 350 employees to 670.

The businesses that comprise NCSG now include crane companies Northern, Mullen and Grizzly, as well as Trans Tech Contracting and Scorpion Industries.

“We’ve grown in branches, too,” Redmond said. “We’re up to 18 from nine in the past year. As we’ve continued to grow, we’ve been very careful about the companies we acquire. When you add the right company, you also add the right people. As individuals, they’re people who want to stay on and help the business grow. Those are the people you value most.”

He continued that the people on board through the acquisitions have been top notch.

“They have brought their talents to us, but we’ve also been able to help them,” he said. “We might add equipment that they didn’t already have. Or we might have an effective safety system that we could put in place for them. Our acquisitions have worked out well.”

Upward trend

Challenger Motor Freight, too, finds its revenue arrow pointing up.

“We’re experiencing an upward trend in volume,” said Challenger’s Frank DeVries. “There’s also a definite uptick in projects. As an optimist, I think this positive trend will continue. But when you step back and look around at the world today, you can’t always be sure about how long a trend will last.”

The caution, he believes, “means we will stay about where we are with equipment.”

Based in Cambridge, Ontario, Challenger operates terminals in Quebec and British Columbia. The company

Redmond estimates that in the next five years, projects worth about \$1.6 trillion await crane and heavy haul companies.





Power plant construction, oil and gas and wind energy continue to drive business in Canada.

“We’re experiencing an upward trend in volume.

There’s also a definite uptick in projects.”



FRANK DEVRIES
Challenger Motor Freight
Ontario, Canada

employs about 2,500 people, including 150 in DeVries’ division.

“We’ll probably stay about where we are in employment, too,” he said. “But we’re always searching for competent people to hire, train and retain.”

For the rest of 2014, DeVries likes several segments, especially energy. But there’s another advantage that has nothing to do with market segmentation. It’s a favorable exchange rate.

“Our Canadian dollar is worth about 90 cents to the U.S. dollar,” he said. “That’s good for our business. For U.S. customers, it’s like purchasing \$1.10 of our services for only \$1.”

Quebec-based Transport Chaine’s project emphasis has moved in step with market demand. According to project manager Pier-Yves Bastien, “Mining slowed for us in 2013, especially in Labrador. In 2014, the grass has been greener for us in power work.”

Hydro-Quebec, the province-owned power company, has begun its LaRomaine complex. Scheduled for a 2020 completion, the project will put in place four generating stations on the LaRomaine River.

Bastien sees other work ahead for the company’s oversize and overweight load services, lifting and skidding.

Wind energy also moves ahead in Quebec. Transport Chaine is delivering power transformers for a project that will erect 175 wind turbines.

“Though our Labrador mining work slowed last year, we’re still committed to that work,” Bastien said. “Northern Quebec does a lot of gold, diamond and nickel mining. We will be involved in transporting at those mines.”

Business clicking

Natural resources have also kept business clicking along at Cropac Equipment. Though he remains based at Cropac’s Oakville, Ontario headquarters, President Bill Finkle now must spend an increasing amount of time in Western Canada.

Finkle, son of the company’s founder, said his evolving calendar is due to oil and gas successes primarily in Alberta.

“We’ve seen lots of growth there in the last two years,” Finkle said. “We expect that market to remain strong throughout 2014 and 2015.”

Cropac sells, rents and services all terrains, truck-mounted cranes, tower cranes, lift trucks and many other products. Both in equipment and people, company growth has a western flavor.

“We’ve probably added 20 people in the last year,” Finkle said. “Most of them are in Alberta.”

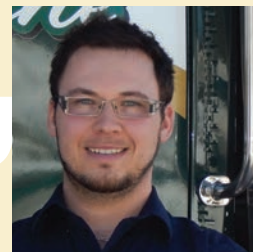
In addition to Oakville, the company operates facilities in Quebec and Alberta. Now Cropac needs a fourth location, and it’s going up in Alberta.

“It will be our largest facility,” Finkle said. “We’re building a 25,000-square-foot facility on seven acres. Our business in Eastern Canada is very mature. There are some political issues in Quebec. We didn’t sell much equipment there last year. Ontario has experienced some auto plant closures. Though Ontario has been flat and might continue to be flat, it’s still a source of good business for us.”

It’s nothing like Alberta.

“When mining business sagged, Quebec’s Transport Chaine picked up the slack with energy sector customers.”

PIER-YVES BASTIEN
Transport Chaine
Quebec, Canada



Transport Chaine delivers power transformers for a project that will erect 175 wind turbines.



“That market’s growth just keeps going,” he said. “Some of the oil and gas work has even leaked over to British Columbia.

“Saskatchewan is a little detached from that market, but there are opportunities in potash and oilfield services,” Finkle said.

He has observed at least one equipment trend.

“We’re seeing a little shift away from truck cranes and toward rough terrain cranes,” he says.

He has also observed that oil and gas cycles offer anything but certain futures.

“They don’t last forever,” he said. “We’ve all seen them go from 100 miles per hour to ‘Park’ in almost no time. But this one looks very good right now.”

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Two Liebherr cranes carefully lifted the Terminal 3 connector bridge in one piece.

Bay Crane dispatched two Liebherr cranes and a complex Goldhofer system to dismantle and remove the final bridge from the old Terminal 3 at JFK Airport.

Terminated

Delta Airlines, in concert with the Port Authority of New York and New Jersey, jointly approved a plan to modernize and expand operations at JFK International Airport Terminal 4.

However, the modernization plan would require the demolition of the aging, but iconic and historically significant "Flying Saucer" Terminal 3. It was first made famous with the arrival of the Beatles in 1963. The project would also require removal of the bridge that connected the

terminal with the Air-Train, which serves travelers as they move between terminals.

The connecting bridge, which measured 25 feet wide by 20 feet tall by 150 feet long, weighed 501,000 pounds. It was the final structural piece of Terminal 3 to be demolished. But taking down the bridge would involve a few challenges, including:

- close proximity to the working Air-Train tracks.
- a suspended height of more than 50 feet above grade.
- positioned directly above the main automobile artery linking all of the airport terminals.

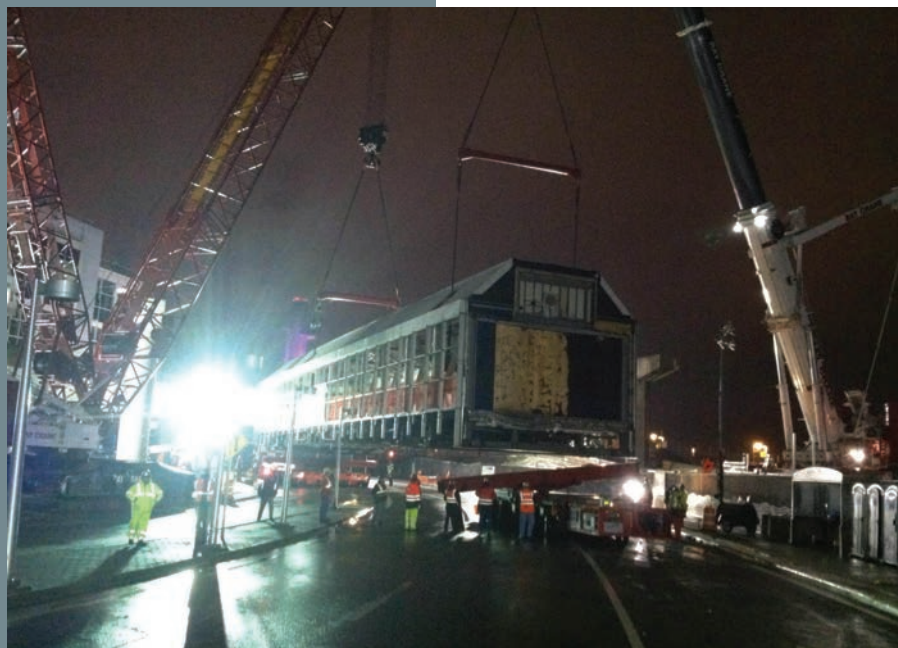
It was determined that the bridge could not safely be demolished in place and would require removal in one piece. It was at that point that Bay Crane Service, Inc. of New York was called in to review the job.

Short window

The Bay Crane team worked with the Port Authority of NY and NJ, Delta Airlines and General Contractor Gramercy Wrecking and Environmental Contractors. Plan B Engineering provided structural analysis of the bridge and Howard I. Shapiro & Associates provided lift engineering.

Bay Crane's challenge was to remove the bridge in one piece in a seven hour window without disruption to airport operations or traffic on the busy terminal loop road. A unique lift plan

Together, at the dynamic working radius of approximately 65 feet, Bay Cranes' Liebherr LR-1400-2 and Liebherr LTM-1500-8.1 had the capacity to lift 701,600 pounds.



The bridge had been estimated to weigh 480,000 pounds, but during the lift the actual weight was determined to be 501,000 pounds. The weight was split between the two cranes with the LR-1400 lifting 393,000 pounds and the LTM-1500 handling the remaining 108,000 pounds.

was developed and featured a two-crane lift; landing the bridge on Goldhofer transporters; and relocating the bridge approximately 500 yards to a road more conducive to bridge demolition.

To execute the lift, two steel beams with lifting lugs were secured inside the bridge structure at offset locations to precisely imbalance the load during lifting operations consistent with the eccentric capabilities of the lifting cranes.

Bay Crane then erected a Liebherr LR-1400-2 crawler crane on one side of the bridge. The crane was rigged with 161 feet of main boom, a 91-foot derrick, and the wagon extended to 49 feet, all with full counterweight.

On the other side of the bridge Bay Crane positioned a Liebherr LTM-1500-8.1 hydraulic crane with super lift and full counterweight. Together, at the dynamic working radius of approximately 65 feet, the two cranes had the capacity to lift 701,600 pounds.

The offset lifting lugs were critical to the plan, as they allowed for the eccentric weight distribution between cranes, and thus allowed the team to utilize the less robust hydraulic crane on one end.

Concerned about weather

Ultimately, the bridge would be positioned for demolition on the same real estate occupied by the LTM-1500 hydraulic crane during the lift. So, on



landing the bridge on the transporters, the team was able to rapidly break down the LTM-1500 and remove it from the jobsite so that the bridge could then be moved into position for demolition, and thus allowing the quick reopening of the busy Airport Loop Road to traffic and travelers.

The weather forecast for the lift night called for rain and wind gusts up to 25 mph. The engineered plan prohibited making the lift with winds exceeding 11 mph.

The shift started with a light, but steady rain and with winds surpassing restricted levels. But the crew worked through the weather, making all the preparations necessary to be ready as soon as the weather presented an opportunity to make the lift.

The weather did eventually force a one-hour delay, but the lift was started at approximately 12:45 a.m., and the bridge was safely landed and secured on the transporters by 1:30 a.m. The bridge was estimated to weigh 480,000 pounds, but during the lift the actual weight was determined to be 501,000 pounds.

The weight was split between the two cranes with the LR-1400 lifting 393,000 pounds and the LTM-1500 handling the remaining 108,000 pounds.

The bridge was landed on an awaiting pair of Goldhofer trailers, each equipped with a Goldhofer 300-ton bolster, and a pair of 30-foot transport beams to support the bridge legs. During transport, the bridge could only support itself when landed on its original bearing plates, thus requiring the Goldhofer trailer centers to be spaced 120 feet apart. This spacing still left the bridge in an eccentric loading configuration, but the difference was easily accommodated by the Goldhofer trailer arrangement.

"On the lighter end, which we estimated to be a 90-ton bridge load, was a single wide, 6-axle SPMT with bolster and pair of 30-foot, W18 by 258 beams with nominal capacity of 180 tons," said James F. Radomicki, Bay Crane project manager. "On the anticipated heavier end, which we anticipated to be a 160-ton bridge load, was positioned on a double wide, 4-axle THP trailer with bolster and pair of 30-foot, W14 by 342 beams with nominal capacity of 240 tons."

He said each Goldhofer was set in 3-point zoning, was capable of independent steering, but driven by the 6-axle SPMT. After landing and securing the bridge to the bolster, it was transported to the vacated demolition area, and offloaded via trailer hydraulics to temporary storage stands for final disposition.

The lift was accomplished safely, without incident, and without any unplanned interruption to airport operations. ■

The bridge was landed on an awaiting pair of Goldhofer trailers, each equipped with a Goldhofer 300-ton bolster, and a pair of 30-foot transport beams to support the bridge legs.





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Chimney challenge

Dismantling four 465-foot tall chimneys required skilled crane operation by a Guay Inc. team.

With two chimneys down and the third one about half way dismantled, crews had gotten the hang of the tedious work at height.

After the cranes were set up and rigged, the sky high work began with a worker in a man basket hanging from the Manitowoc M2250 cutting the steel sections of the chimney and then the operator of the Terex CC2800-1 bringing the chimney section down.



Late in 2013, Sorel-Tracy, Quebec province, Canada-based Guay Inc. was called on to develop an engineering and lifting plan and provide the cranes to dismantle four chimneys that stood about 465 feet tall. The cranes would need to lift 75,000 pounds at a 105-foot radius and would need to be able to move quickly between each chimney with the boom fully erected.

"The challenge was to coordinate the work between the cranes on site," said Guay Vice President Guillaume Gagnon.

At the jobsite, Guay provided a 700-ton capacity Terex CC2800-1 rigged with 452 feet of main boom, 78 feet of jib and Superlift to hold the chimney pieces. The crane was equipped with 180 metric tons of counterweight and 60 metric tons of carbody counterweight. Each chimney was cut into nine pieces.

The second crane on the job was a Manitowoc M2250 rigged with 200 feet of main boom, 200 feet of luffing jib and 120 feet of jib. This crane was equipped with 95 metric tons of counterweight and 27 metric tons of carbody counterweight. The crane was rigged with a man basket from which a worker cut the steel on the chimney.

"We needed to plan our work really well and assure precise crane operation because each crane's boom were sometimes really close to each other," said Gagnon.

As each section was cut and ready to come down, a three spreader-bar system was used to lift each piece.

A third crane onsite was a 250-ton capacity Grove GMK6250L that was used as an assist crane to help with rigging the other machines and to tail the chimney pieces at ground level.

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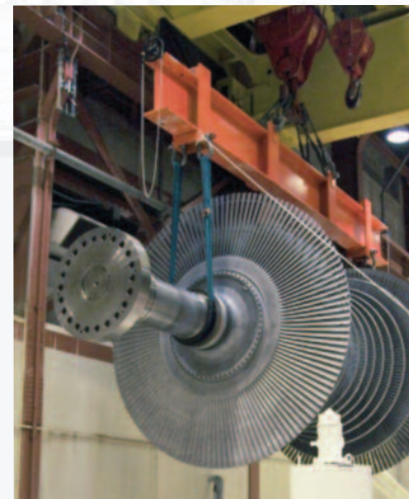
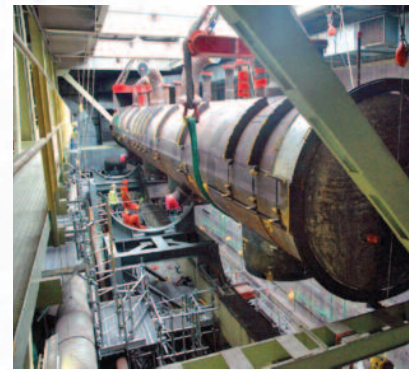
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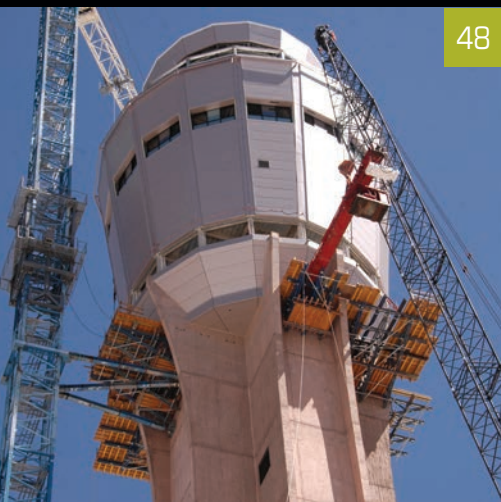
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D. Ann Shiffler and **Terry White** give *ACT* readers an exclusive look at the 2014 SC&RA Job of the Year winners and entrants.

Brilliant!



Tip stick solution

McCarran International Airport in Las Vegas will enjoy the completion of a new 352-foot tall control tower in 2015. In February 2013, the general contractor, Archer Western, called Barnhart to help with removing platforms that had been installed to construct the control tower cab on top of the tower.

The 10 platforms on the tower – each measuring 16 feet long by 19 feet wide by 10 feet tall and weighing 12,000 pounds – were 230 feet in the air. With the control cab in place, the tower crane on the project couldn't remove the platforms. The outer most diameter of the cab overhung the walls by 18 feet. It was impossible to get the tower crane hook above the center of gravity (CG) of the platforms.

The original plan to remove the platforms was to set winches on the concrete floor slab above, run the line through a hole in the floor, rig the line to the platform, and lower it to the ground. But it didn't account for the new architectural façade.

Barnhart presented the tip stick, which was designed to tip objects. In this application, the main question was how to secure the platform to the tip stick. Also, where would the pump sit so that the operator could run the pump while being able to see the pick? Another question was how to prevent the hoses from hanging 230 feet in the air? To assure hoses weren't just dangling, Barnhart installed lifting eyes on the control pump and rigged it to the tip stick, allowing the pump to function as a counterweight as well. To assure the operator could see the tip stick, a remote control with 100 feet of cord was installed. This allowed the operator to grab the remote off of the end of the tip stick and stand on the adjacent platform, where he would be able to safely see and make the pick.

The tip stick's control pump allows the pick location on the beam to be manipulated. After the connection is made the operator slowly moves the pick point more towards the center of



Barnhart used its tip stick to remove construction platforms from the new tower being built at McCarran International Airport in Las Vegas.

the beam, which is the new CG of the load with the platform attached. The lift director could then lift the platform off of the support bolts and fly the platform to the ground.

Fall protection planning

Rigging was a challenge because it wasn't possible to place the tip stick directly above the CG. A moment-resistant hard connection to the platforms was designed, allowing the platform to be picked even if the CG wasn't below the beam. A portion of the deck was removed and beams were installed over the top of the tip stick.

Fall protection and a strong communications plan were important, especially working at 230 feet in the air. The safety plan called for crews to access the platforms using ladders from the level above. Workers were required to tie off prior to exiting the control cab using 50-foot retractable lanyards secured to an engineered anchor point. The lifts were timed to ensure planes were not on the adjacent taxiway. Wind was an issue;

work was stopped if winds exceeded 20 mph. Two 300 foot taglines controlled the movement of the tip stick to counter the wind.

The work plan addressed crane setup, boom tip height, tip stick position, swing path, landing zone, platform connection, FAA coordination, access to the platforms, fall protection, fallen worker rescue and removing the last two platforms behind the tower crane.

The project was a true team effort. The platform company provided engineering to ensure that the connection was safe, and Dielco Crane Service provided the operated Link Belt HC278. Archer Western provided valuable input to the connection, their carpenters performed the deck modifications and connections, and they also coordinated with other operations and the FAA.

All said and done the job was completed in less than five working days with a crew of eight. It was performed ahead of schedule, under budget and without any safety incidents. ■

Bridge scoot

In one of the longest bridge moves ever made, crews from Omega Morgan strategically moved the 87-year-old Sellwood Bridge in Portland, OR from its permanent concrete supports to temporary steel piers to make way for a new bridge to be constructed across the Willamette River.

The 12-hour move, which was watched by hundreds of onlookers, was the result of months of planning and precise execution. The Sellwood Bridge, at 1,972 feet long, 75 feet high and, 28 feet wide, is among the state's busiest bridges with 30,000 vehicle crossings each day.

Once it was secured into place, the old bridge in its new location would become a temporary route while the new \$307.5 million bridge is built in the original location. It will open in 2016.

The job was complicated by the fact that it was not a straight-across move. Instead, the east end of the bridge needed to be moved only 33 feet while the west end had to be moved 66 feet. The entire span was also shifted two feet east. Omega Morgan's team started planning for the project in March 2012, moved its crew onsite on January 2, 2013. The actual bridge move occurred January 19, 2013.

Both Omega Morgan and General Contractor Slayden/Sundt Joint Venture have successfully used this detour bridge method on other projects, according to the company. Omega Morgan's collaboration with the general contractor was critical to project planning and public safety. Timing was a challenge as only a week was allowed to jack up, move and jack down the bridge. To minimize downtime, the bridge was jacked up with traffic on it. Omega Morgan's safety manager was included in every phase of planning to identify areas of safety concern and collaborate with the contractor's safety plan.

Devising a strategy to move the bridge in one piece helped win the contract after showing that it would save time, money and duplication of efforts. Other proposals suggested expensive structural features and extensive staging.

'Shoofly' plan

The plan involved sliding the aging bridge on skid gear to the north of the existing bridge and then mounting it on new piers that had been built in the river. The bridge would then become the "shoofly," or detour, while construction began on the new bridge.

Engineers used 10 sliding jacks, 40 lifting jacks and a central control system to assure the move progressed as planned. The truss span was designed as a continuous structure rather than a series of connected spans, which is unusual, but allowed it to be moved in one piece.

In preparation for the move, crews removed short spans at the east and west ends of the truss span that would not be part of the new detour bridge. Hydraulic jacks lifted the truss span several inches off the old concrete piers, and then horizontal jacks pushed it on rails along steel translation beams linking the old piers with the detour bridge piers.

The layout of the skid beams and skid track was critical because the track that was up to 1,100 feet apart had to be set on different radii with the same point of

rotation. The bridge was moved using pushing cylinders at each bent. Hydraulic flow was metered so that the cylinders at each bent moved the proper amount. Prior to the move, the skid track was marked off in tenth-of-a-foot increments from the starting point of the skid beams. The progress of the skid beams at each bent was monitored against an offset table to ensure that the bridge was staying straight and on a radius of the turn.

Temporary approach spans were installed at the west and east ends of the relocated bridge to link Highway 43 in southwest Portland to S.E. Tacoma Street.

The job started early on a Saturday morning, the span moving at a snail's pace of about six feet per hour. About 35 crew members remained on the bridge, operating the network of 50 hydraulic jacks that lifted and pushed the bridge on ramps to its new location, and monitoring the truss. During the move crews monitored the pressure gauges and adjusted the flow rates at each location. Using survey laser targets, 10 GPS sensors, 30 stress-strain gauges, the team successfully completed the translation. ■



Omega Morgan crews moved the old Sellwood Bridge to a temporary location until the new bridge can be constructed.



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Cruise ship salvage

The accident that wrecked and partially sank the cruise ship *Costa Concordia* in January 2012 garnered worldwide media attention. The wrecked vessel, partially underwater and resting on its side against a rock ledge, was a dismal sight off the scenic coast of Isola Del Giglio, Italy. The priority for the ship's owner, Costa Crociere, was the removal of the wreck in one piece, an expensive and complicated project.

Fagioli was awarded the job by Titan Salvage in partnership with the Italian Micoperi consortium, a contract for the *Costa Concordia* wreck removal project equipment and logistics support under the overall project coordination of Costa Crociere.

The wreck recovery plan was divided into four basic steps, each that involved expert engineering and detailed planning. The steps were anchoring and stabilizing the ship; preparing a false, subsea bottom; the parbuckling operation; and finally survey of the wreck and installation of sponsons.

The first step, stabilization, was carried out by securing four anchor blocks to the sea bottom between the center of the wreck and the coast by means of 16 300 to 450-ton capacity strand jacks positioned on the wreck. Seven more anchor blocks and 12 towers were installed to secure the position of the wreck keel during the rotation. The 12 sets of Fagioli tower lift and strand jack systems (L600 jacks positioned on top of each tower) were combined to perform the stabilization.

Next a false bottom was prepared on the seabed for the ship to rest on after it was rotated. The subsea platforms, comprised of 1,180 removable grout bags weighing more than 16,000 tons, provided a stable base for the vessel.

Eleven large floating tanks, known as sponsons and weighing up to 500 tons each, were positioned on the port side of the ship. Using gantry cranes, mobile cranes and 48 axle lines of SPMTs, Fagioli provided the equipment for the load out, load in and rotation upside down of the sponsons. After installing the sponsons,



Preparing the wrecked *Costa Concordia* for removal off the coast of Italy was a mammoth project for Fagioli.

Fagioli rigged 36 strand jacks on top of the nine sponsons on the starboard side of the wrecked ship. This is when things got tedious and dangerous.

The power pack units (PPUs) used to allow the 36 jacks to work during the parbuckling operations needed to be placed on the wreck, which meant during the duration, the PPUs not anchored as the strand jacks could have created a large-scale stability problem. To face this issue, Fagioli's team decided to use two swinging platforms installed onto the tallest sponsons, equipped with generators and PPUs. This allowed the PPUs to remain stable at the highest water levels during the rotation. To provide buoyancy and stabilization, two blister tanks were installed at the bow of the ship by the client.

Huge safety concerns

To assure safety in the work area, Fagioli completed the connection of all the electronic and hydraulic components in a control room positioned on a barge clear of the work area. The strand jacks were remotely controlled from the control room during the rotation operation.

In mid-September 2013 the parbuckling operation began with three main phases: detaching the wreck from the spurs of rocks on which it rested; the rotation phase induced by strand jacks until the vessel rotated approximately 25 degrees from its initial position; and the rotation

phase by means of ballasting of the sponsons and jacks. At the end of the final phase the wreck would complete 64 degrees rotation and would rest on the false bottom platform at a depth of 30 meters.

The constraints of this operation were huge, as this was the first time an operation like this had been performed on a cruise ship that was 300 meters long and weighed 114,000 tons. Safety was a huge component in planning. It took more than a year to study, plan and perform the operation. Fagioli was involved in almost every element of the project, ranging from calculations, risk assessment, method of statements, procedures and in the road and sea transport of all the equipment.

The job was dramatically influenced by weather and sea conditions with the risk of losing the wreck, or in the worst case, sinking it. The strand and tower lift positioning was critical, as the ship rested a few meters from rocks where it was impossible to position the tower. The foundations of the tower were installed in the seabed by professional sea divers.

"This was a job significantly influenced by the dramatic events that occurred to the wreck, and there was a psychological pressure every day after the accident by the worldwide media," said Fagioli's Edoardo Ascione. "It was a unique operation that was followed by millions of people around the world."

Precision Heavy Haul

A scientific haul

How on earth does an extremely sensitive, 40-foot wide scientific marvel travel across two states, up one mountain, on roads half its width? That was the question facing Precision Heavy Haul, Inc. (PHH) of Tolleson, AZ when accepting the challenge of transporting a \$14 million "Prototype Antenna."

The Atacama Large Millimeter Array (ALMA) antenna is used for the detection and collection of data on radio sources as they operate in the radio frequency range of the electromagnetic spectrum. Antennas are usually set in an array, which upgrades their performance significantly. Locations of such objects are important because electromagnetic interferences from everyday objects affect data collection.

This transport originated at the Very Large Array site located approximately 50 miles west of Socorro, NM. Its destination was Kitt Peak National Observatory, 55 miles west/southwest of Tucson, AZ, at an elevation of 7,000 feet. This observatory gained fame by hosting the first telescope used to search for near-earth asteroids, and calculating the probability of an impact with Earth.

PHH's responsibility, on the other hand,

was to eliminate any probability that the antenna itself would have an impact with Earth during a transit of over 1,276 total loaded miles. That was no easy task, considering that the antenna's reflector was going to be the widest load ever to cross New Mexico and Arizona, and a separate haul would require bridge engineering because of the extreme weight created, in part, by the need for specialized transport frame and lifting features.

Mountain climbing

To minimize teardown of the antenna, PHH determined that dividing the unit into two subassemblies, each of which, in turn, required two different trailer configurations. One subassembly consisted of the main reflector, which needed to be attached to the support frame by means of isolators, preventing the sensitive piece from undergoing random frequencies produced by metal components of frame and minimizing vibrations from the transport. The reflector on an 8-line Goldhofer had a net weight of 15,000 pounds and a gross weight of 154,000 pounds stretching 72 feet long by 40 feet wide by 15 feet 8 inches high. For the final mountainous climb from the Kitt Peak staging area to

the 12 meter observatory site, the reflector was trans-loaded to a 6-line Goldhofer with a custom-built tilt frame. At that point, the gross weight jumped to 246,000 pounds, the length to 110 feet and the height to 35 feet 9 inches. However, the width narrowed from 40 feet to 24 feet 9 inches after careful tilting of the reflector through innovative lifting features designed by PHH.

The second subassembly, the pedestal with receiver cabin, was heavier than the reflector by about 130,000 pounds. After determining the concentrated weight of the pedestal could only be supported over three points, PHH designed two identical side brackets bolted near the given center of gravity that held 87 percent of the weight at all time, while a fabricated extension replacing the bolted pedestal foot held the other 13 percent. Holding the support brackets to the pedestal were 108 bolts; the brackets also served as securement points.

The configuration for the pedestal on a dual lane hydraulic spread 11 axle perimeter frame with Kenworth T-800s for pull and push trucks had a net weight of 143,000 pounds and a gross weight of 472,750 pounds. The transport length was 185 feet 4 inches long by 22 feet 8 inches wide by 16 feet 6 inches high. After switching to a pedestal onto an 8 line Goldhofer from the Kitt Peak staging area to the 12 meter observatory site, the gross weight dropped to 398,000 pounds and the length declined to 120 feet but raised the height to 20 feet.

The mountain portion of the transport was located on Tohono O'odham Nation land, with a side hill cut on one side of the road and canyon off the other. Rock outcroppings and trees lined the entire route. The final 100 feet on an even narrower access road had power lines and observatory building eaves. The entire job required the removal of 313 trees and signs. Thanks to months of planning, state-of-the-art equipment and the skills of everyone involved, the work was completed within budget, on or ahead of schedule and without accidents.



Transporting a \$14 million ALMA antenna required tedious planning through a mountainous obstacle course.

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Arduous journey

On Christmas Eve last year, Northwest Crane Service LLC of Oklahoma City, OK, pulled into the natural gas processing plant in Ft. Lupton, CO with what very likely was the biggest, most eagerly awaited package ever delivered on that date. The cylindrical load itself weighed 540,000 pounds. It stretched 185 feet 10 inches and had a diameter of 12 feet 11 inches.

The immensity of the load necessitated hauling by four 600-horsepower trucks – two to push it and two to pull it. The gross weight of the configuration tipped the scales at over 1.19 million pounds. The total length from truck to truck was 427 feet 10 inches with a width and height both hitting 18 feet.

The arduous 670-mile journey of this demethanizer tower began three weeks earlier at the manufacturing plant in Pocatello, ID. But planning had been underway since August.

The routing for this trip took the demethanizer into Southeast Idaho and then up into the mountains of Wyoming before traveling South again into Colorado, where it became the heaviest load ever permitted in the state. Routing complications included minimal road options available in these areas, as well as the limited turning capabilities of a load this length. Northwest crews negotiated seven extremely tight runs during the haul, usually in the dead of night.

Before travel began, route surveyors scouted out the areas while engineers worked back and forth with the state for approximately two months, running bridge analysis and mapping turns to ensure that every road and corner could be successfully maneuvered. The chosen route contained steep slopes of up to 6 percent grade for five miles both up and downhill, as well as narrow roads, where the two lanes together barely exceed the width of the load.

Additionally, a large, humped railroad crossing along the route posed the danger of causing an interference with the trailer into the load. To avoid this collision, engineers went to Colorado and shot the



Northwest Crane Service hauled a demethanizer tower 670 miles through frigid conditions.

elevation changes and grades for this area.

Once all the data was collected, the trailer was digitally plotted onto these grades and the possibility of interference was calculated on a computer. The engineers correctly concluded the trailer could safely and successfully travel across this railroad crossing, leaving a mere four inches of clearance between the trailer and the vessel. Supervisors had been notified well in advance that they had to be aware and closely watch this spot during travel.

Weather worries

Even under the best of conditions, this would be an extremely taxing haul. Temperatures plummeted to as low as -21 degrees Fahrenheit. Power packs on trailers were not designed for such frigid conditions, and drivers braved the weather to wrap motors in tarps and to direct heat lamps at the equipment. Winds gusted to as high as 60 miles per hour.

Weather and safety became even more of a factor when a snow storm came into the area, causing the load to be held up for five days at the Idaho and Wyoming State Line. After the storm passed, the roads remained covered in snow and too treacherous to travel, so the states and counties had to be contacted to provide sanding and snow plows for troubled areas.

Northwest escorts and drivers did not

sit idly by and wait for the storm to blow over. They also participated in helping clear the roads by salting, sanding, and shoveling the roads themselves during the five days downtime.

Once the supervisors on site felt the roads ahead were safe, travel resumed. Due to the extended weather delay, Colorado Highway Patrol escorts and inspection had to be contacted and rescheduled. In all, Northwest coordinated its efforts with 21 agencies from the earliest planning stage until final delivery.

Northwest also worked closely with Goldhofer, makers of the THP/CA Modular Hydraulic Platform Trailer carrying the demethanizer, to come up with equipment modifications that made the trip possible. The new line of trailer developed by Goldhofer for the North American market included 22 axle lines and dual three-zone hydraulic suspension.

In addition to the trailer and the four trucks required to push and pull the configuration, the total convoy traveling with this load at all times included four drivers, three Northwest escorts, three civilian escorts, three trailer operators, one engineer, two highway patrol and a supervisor. The trailer operators were required to manually steer around all corners and level across all steep inclines and descents. Northwest completed this job with no incidents, injuries present or DOT recordable.



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Unloader challenge

Slowly, a gigantic ship unloader began to take shape at a plant in New Iberia, LA. When completed last year, the 1,000-ton crane towered 181 feet 6 inches high and stretched 211 feet inches long by 95 feet 6 inches wide. When fully tested, the crane performed flawlessly.

But one daunting task remained – moving the crane via waterways to the Port of Lake Charles, LA, about 97 miles away. Berard Transportation, also of New Iberia, welcomed the challenge.

The Berard team painstakingly loaded the crane onto a deck barge using steel plating to spread the load on the substandard load out terrain. Flanked by three tugboats, the unusual load then proceeded slowly to its final destination, sometimes passing only a few feet beneath high voltage power lines.

Further complicating this move upon arrival of the crane at its new, permanent waterside home was the need to rotate the crane 90 degrees while on the barge to be in position to roll off onto an elevated concrete pier. This maneuver was the equivalent of rolling 1,500 tons onto an elevated concrete piling highway bridge. As the load rolled onto the dock, the team executed a 90 degree left turn at the same time to line up the crane's trucks to the dock's rail system.

"Everything from the miniscule clearances between the power stations on the dock, limited barge width and lack of buoyancy that included perfect timing with high tidal conditions added to the ever changing list of challenges," said Braedon Berard, CEO, Berard Transportation. "Having to worry about a vertical center of gravity that towered 75 feet 6 inches greatly increased the difficulty of this assignment. Another key was having an experienced team with an outstanding calm, meticulous operator. The throttle control had to be very precise and one simple mistake would have led to a catastrophe."

The arsenal of equipment deployed by Berard on this project included 52 axle lines of Goldhofer ESEs, three power

packs, loading ramps, high volume water pumps, 300-foot by 100-foot heavy transport deck barge, 40,000 pound winch trucks, barge-mounted 65-ton drum winches for barge securement and numerous mats and steel plate for load spreading.

Adding capacity

Berard devoted 3,893 total man hours to this project and came away with zero injuries. To ensure a safe, successful job, Berard coordinated its efforts with the client, a number of government agencies, the fabricator, port authorities, water transportation companies and power companies.

The ship unloader crane at Bulk Terminal No. 1 immediately enabled an increase in the Port's cargo capacity and handling efficiencies. The terminal now has two unloaders that can operate at the same time. For example, when discharging cargo from a ship, one crane will be used to place the material onto a conveyor belt, while the other will be able to simultaneously unload the cargo directly from ship to truck.

"This project was uncommon in that 90 percent of the crane and its components were manufactured and constructed in the United States because most of the manufacturers for this type of crane are

overseas," said Donald Brinkman, director of Port Engineering. "Even more exciting is that the ship unloader was fabricated right here in Louisiana."

The Port of Lake Charles encompasses 203 square miles in Louisiana and owns and operates two marine terminals and two industrial parks. It is currently ranked the thirteenth busiest seaport district in the U.S. based on cargo tonnage according to the U.S. Army Corp of Engineers.

"It took many man hours of engineering, planning and hard work to ensure the job went as smoothly as it did," said Berard. "Our team came through in fine style, giving it their all to make the job a safe and successful one. We are very proud of this accomplishment and we are extremely proud to have been chosen for this prestigious award of SC&RA Moving Job of the Year. This award is a testament to our team's dedication to making our company what it is and will continue to be."

This project stands to be a winner for Berard for many years to come. For the foreseeable future, the company, which promotes itself as "The Mega Transport Experts since 1945," will benefit from the Port's new operating efficiencies as it hauls oversize/overweight loads to and from Bulk Terminal No. 1.



Transporting and installing a giant ship unloader crane required precision planning by Berard Transportation.



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SC&RA JOBS OF THE YEAR CATEGORY ENTRIES

A record number of SC&RA Job of the Year entries set the stage for one of the most competitive contests ever.

Amazing work!

Rigging under \$150,000

Using an elevator shaft hoisting system and deck cutout, **Beyel Brothers** installed laundry equipment at tank-top level aboard the Royal Caribbean Cruise line ship *Freedom of the Seas*. **Crane Service**, a subsidiary of CSI, lifted a 123,000-pound turbine for a transport truck and hoist next to the rolled up door opening at the University of New Mexico Utility Building. The turbine had to be set partially inside the building onto mats and steel plates. It was then rigged to a 200-ton gantry on one end and a crane on the other end. The gantry and crane lifted together and moved the turbine into the building until it could be lowered on skates and rollers and moved to its final position. In extreme wintry conditions, **HWP Rigging** received, uprighted and set into place a cylindrical liquid nitrogen storage vessel into a confined area near the center of a fully operational facility. A 60-foot tall lift tower consisting of structural columns and beams, hydraulic gantries and a hydraulic beam trolley were used to upright and move the vessel to its final resting place.

Rigging between \$150,000 to \$750,000

Barnhart installed a 617,000 pound gearbox at the Clemson University Wind Turbine Test Facility in Charleston, SC. The project involved setting up 75 feet of gantry track elevated 12 feet above the floor using pipe

stands. Tools included a One Shot Gantry System and four 100-ton capacity pneumatic air hoist to lift the gear box. Once lifted it was moved 35 feet along the gantry track and set into position.

Clark Rigging and Rental installed a Liebherr pedestal marine crane at the new Maid of the Mist winter storage facility at Niagara Falls. With a 200-foot drop in elevation from the upper jobsite to the water's edge was a major challenge, and crews used a Manitowoc 888 Ringer to lower equipment, tools and personnel to the work area. Clark's scope of work was offloading all components, transporting all equipment and components from the lay down area to the storage pad, erecting the Liebherr marine pedestal crane next to the water's edge, load testing the crane to a maximum capacity of 220 tons, and providing operator and rigging supports to safely remove the boats and docks. Equipment used included a Terex AC500-2, Sany SCC1000, Terex RT665 and 10 lines of Goldhofer SPMT.

Rigging over \$750,000

In a first of its kind job, **ALE** broke a world record by jacking a 42.78 metric ton offshore topsides structure at the DSME yard in South Korea in May 2013. Exxon's Arkutun Dagi Project provided the specimen for ALE to perform the job with an ALE-engineered and manufactured 60,000 metric ton capacity system. The topsides structure was jacked

to a height of 24 meters in 11 hours.

Barnhart Crane & Rigging set the SRO99 Tunnel Boring Machine in Seattle. Components of the TBM weighed up to 1,250 tons and were hauled to under the hook of a traveling Modular Lift Tower. Once rigged, the components were lifted and sometimes up-ended by the MLT, which travelled on heavy duty slide track using 800-ton end trucks. Once over the excavated pit, the components were lowered into an assembly saddle. With some components, the MLT acted as the primary lift crane, and a Terex CC1800 operated as the tailing crane.

Burkhalter, under contract from Sundt Construction, assisted in the construction of the world's first precast network arch bridge. Burkhalter's job was to rig, lift, rotate and slide into storage 12 300-ton concrete bridge arches at a construction site about 1 mile from the bridge site. Once the arches were transported to the bridge site, Burkhalter handed the rigging, lifting and setting of each arch into their respective bearings using two LR1400 crawlers and two crane lifts. After the arches were set, one of the LR1400 cranes was reconfigured to lower 17 floor beams between arches and hang underneath arches over the river span.

International Industrial Contracting Corp. was selected by Ford Motor Company to install their largest stamping program upgrade in the last 10 years. IICC completed a turnkey

installation of four high speed tandem lines and two blanking lines that consisted of 20 presses, front of line, end of line, inter press robotic automation and coil feed equipment. The company also supported the commissioning and start-up through final acceptance test/production to both Ford and the press OEM JEIR of China.

Mammoet Canada Western used its Mammoet PTC DS 140 super crane, a Liebherr LR 16000, a Terex Demag CC4800, a Kobelco CKE 2500, 48 axle lines of SPMT and other support equipment to transport and erect 16 coker components for the delayed coker upgrade project for Canadian Natural Resources Limited.

Specialized Transportation, under 160,000 pounds (net)

Bragg Companies-Heavy Transport hauled two Sound Transit LRV trains measuring 94 feet long by 8 feet 7 inches wide by 12 feet 6 inches high, with a loaded height of 16 feet 2 inches. The LRV's net weight was 110,000 pounds, with a gross vehicle weight of 202,000 pounds. The distance traveled was approximately 1,700 miles for each leg of the haul between





■ Look for job stories of these projects in future editions of *American Cranes & Transport*.

Seattle, WA and Pueblo, CO and back for two trains, totaling roughly 7,500 miles. **Emmert International** transported a Superconducting Muon g-2 Storage Ring weighing 35,504 pounds and measuring 87 feet long by 54 feet wide by 13 feet high from Brookhaven National Laboratory in Brookhaven, NY, to Fermilab National Laboratory in Chicago. Total distance traveled was 3,248 miles. Tight turns and clearances and the need to travel primarily at night were among the challenges overcome. Emmert custom designed, engineered, built and installed a support frame for the transportation. **Mammoet Canada Western, Ltd.** transported two evaporator vessels fabricated in Newburg, OR to Conoco Surmont 2, located South of Anzac, Alberta, Canada, covering 200 nautical miles and 1,325 land miles. **Omega Morgan** hauled the middle section of the Keller Ferry from Rainier, OR to Lake Roosevelt at the Grand Coulee Dam in Washington along a 435-mile route. The hull weighed 115,200 pounds net and measured 116 feet long by 22 feet 6 inches wide by 15 feet 6 inches high. The middle section was launched at Lake Roosevelt, where it

was joined up with the other two sections.

Scott-Woods Transport, Inc. hauled seven steel tanks, each weighing 80,000 pounds and measuring 34 feet wide by 40 feet tall, from Cornwall, Ontario, Canada by cargo ship to a remote location more than 2,000 miles away on northern Baffin Island. Challenges at the island included very hilly terrain, numerous sharp turns, six-inch crushed rock roads that shredded tires, lack of guard rails and a frigid climate with huge wind gusts.

Tradelossa transported six 17-ton tanks measuring 25 feet long by 24 feet wide and 17 feet tall from Monterrey City to Altamira, Mexico, a distance of approximately 560 miles. The tanks were hauled in convoys of two tanks per journey, overcoming such obstacles as tight clearances under bridges and roadways not designed to handle such large cargo.

Specialized Transportation, over 160,000 pounds (net)

Emmert International hauled convection boxes by a dolly-frame transporter on a 3,450-mile route from Houston, TX to Whitecourt,

ALE broke a world record by jacking a 42.78 metric ton offshore topsides structure at the DSME yard in South Korea in May 2013.

Alberta, Canada. The cargo weighed 469,057 pounds and measured 182 feet 3 inches long by 16 feet wide by 19 feet 6 inches high. Routing issues included rain, snow and ice; tight turns; gravel roads; steep grades; and the need to reconfigure footprint widths.

Entrec Corporation hauled 14 vessels from a fabrication facility in Lloydminster, Alberta, Canada, to a remote site north of Fort McMurray, a distance of 472 miles. The vessels were 43 feet 2 inches long by 37 feet 6 inches wide by 37 feet 6 inches high. The concentrated weight of the vessels required distribution on two transport saddles only 10 feet apart, which challenged the structural integrity of the trailer and the 22 bridges along the route and required very careful monitoring.

Mammoet USA South, Inc. received six Coke Drums on double wide SPMTs from a heavy lift ship at the Port of Los Angeles. The drums each weighed 552,000 pounds and measured 99 feet 8 inches long by 27 feet 5 inches wide by 33 feet 4 inches high. On dollies, the load weighed 1,010,858 pounds and stretched to 280 feet 3 inches long by 27 feet 5 inches wide by 33 feet 10 inches high. The final destination was the Chevron refinery in El Segundo, CA. about 25 miles from the port. **Mammoet Canada**

Western Ltd. transported a Sulfur Reduction Unit Column in Alberta, Canada from the fabricator in Edmonton to the Kearn Oilsands Project north of Fort McMurray, a distance of over 505 miles. The column weighed 763,118 pounds and measured 156 feet long by 29 feet wide by 30 feet high. Overall loaded dimensions increased to over 275 feet long and 1,633,400 pounds.

Moving Job (with specialized equipment)

Fagioli transported 24 modules over sea, river and road from Arbata, Italy to the Suriname refinery expansion project at Paramiribo, Suriname. The entry focused on one of these parts – PAU Module 2604, which weighed 204 tons and measured 62 feet 4 inches long by 27 feet 11 inches wide by 114 feet 10 inches high. The move required several changes of configuration for the load-out and transshipment operation because of strong currents, changing tides, and extreme height of the load.

Mammoet USA South, Inc. helped Mehanex move its Methanol plant from Cao Negro, Chile to Geismar, LA. The cargo totaled 13,360 tons with sizes ranging from 5 tons to 1,500 tons. The largest piece measured 111 feet long by 107 feet wide by 80 feet 6 inches high. Equipment included four crawler cranes and 81 axles lines of SPMT. Ships included general cargo vessels; heavy lift, geared vessel; heavy deck barges; and semisubmersible, self-propelled vessels. ■

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Tolling times

In an effort to continue to provide members with the unique information they need in order to run more efficient and safer businesses, SC&RA has joined the Alliance for Toll-Free Interstates (ATFI). This newly formed group's mission is to prevent new tolls on existing interstates through media relations, advertising, decision-maker engagement and education.

The goal of the ATFI is to maintain the longstanding policy of protecting existing interstates from new tolls by supporting federal legislation to eliminate the failed pilot programs that allow states to impose tolls on existing lanes of the Interstate Highway System. This legislation would simply prevent states from imposing tolls on existing general-purpose lanes of the Interstate Highway System, something they've had limited federal authority to do since 1991, but have not taken advantage of. The legislation maintains the right of state and local governments, or private investors, to use toll financing for any other tolling projects, and in no way inhibits the conversion of HOV lanes to HOT lanes.

As federal, state and local governments struggle to find money to fund transportation infrastructure projects, many elected officials are turning to the idea of placing tolls on existing interstates to generate more revenue for roads. SC&RA supports the ATFI's efforts to highlight four major areas of emphasis that symbolize the negative consequences of placing tolls on existing interstates.

- **TRAFFIC DIVERSION:** Tolls would increase shipping costs, causing consumer prices to rise and making U.S. businesses less competitive.
- **HURTS BUSINESSES:** Tolls will cause traffic to divert to less safe local roads that are not suited to handle increased traffic, causing congestion and hurting businesses located along interstates.
- **INEQUALITY:** Tolls will create two classes of drivers: those who can afford to pay a toll and those who cannot. Many drivers will be economically prohibited from using roads that their highway-user taxes paid to build.
- **INEFFICIENCY:** On major toll roads, toll collection costs can exceed 30 percent of revenue. The latest technologies only cut this to 12-20 percent of revenue. Compare this with the cost of collecting

the federal fuel tax (-1 percent of revenue).

Obviously, there are no shortages of transport businesses concerned that tolls on existing interstates are going to disrupt their bottom lines, or worse. But then, there are also the establishments that serve the many potential customers traveling those same roads. Needless to say, the impacts of such tolls could be widespread. The Federal Interstate Highway System is vital to the U.S. supply chain, and has not only revolutionized the way America does business, but stands as a channel through which American travelers of every type find access to one another. Since its beginnings, this system has facilitated unobstructed commerce and travel throughout this country. To toll existing interstates would be to reverse such progress, and negatively impact a standard way of life and work for millions of Americans.

ATFI currently boasts over 100 members, and is focused on educating the public and policymakers about the negative impact that tolling existing interstates will have on citizens, businesses and the economy. The Alliance is composed of associations representing restaurants, trucking companies, truck stops and travel plazas, as well as the moving and storage industry, vehicle rental industry, motorists and motorcyclists. The growing organization also has many companies and individual citizen members who oppose tolls.

ATFI is recruiting both contributing and grassroots members in efforts to build a broad coalition of large and small businesses, as well as individuals who would benefit from keeping new tolls off existing interstates. SC&RA encourages all of its members to consider joining the Alliance. A financial contribution is optional. For more information, visit: www.tollfreeinterstates.com.

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Session One of the Breakout Sessions included an actual inspection of a seven-axle lowboy by Commercial Vehicle Enforcement officials.

Symposium highlights

Mike Chalmers reports that the Specialized Transportation Symposium 2014 celebrated Houston with hefty numbers and a memorable tribute.



SC&RA's Transportation Vice President Douglas Ball was recognized for more than 13 years of devoted service after announcing his retirement from the Association earlier this year.



THE AUTHOR

MIKE CHALMERS serves as editor-in-chief for Thrive Creative Services LLC, a creative copywriting agency based in Chicago.

The 2014 SC&RA Specialized Transportation Symposium (STS) brought together an assortment of top executives, safety directors, state and federal transportation officials and related trade associations at the Omni Houston Hotel, in Houston, TX, March 19-21. Six countries were represented among the 443 in attendance, 74 of whom were first-timers. Participants flocked to the full Exhibit Center bustling with 35 exhibitors, while well-attended committee meetings, educational sessions and speaker presentations informed and enlightened their audiences.

This year's highlights emphasized how to control or limit exposure of hours-of-service regulations, the pros and cons of electronic onboard recorders and the use of Data Q files for appealing bad inspections and questionable citations.

Recognition was also given to SC&RA's own Douglas Ball, who retired after more than 13 years of service as the Association's Vice President, Transportation. A special presentation and reception was provided on the opening day of STS. A perpetual "man of his word," Ball's easy-going demeanor and steady professionalism defined a distinguished and productive career with SC&RA, where he delivered countless presentations and provided valuable insights into transportation and permitting issues for over a decade.

Day One

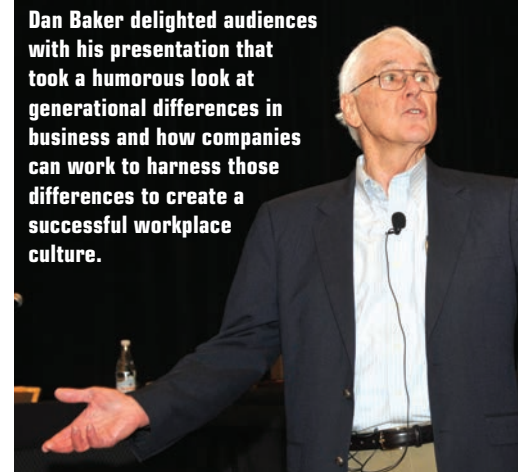
Day One got off to an early start with Committee Meetings and then had attendees hustling to catch the first presentation: *Specialized Transportation Beyond Your State Line – International, Intermodal and Ports*. Margaret Vaughan, Wood Group Mustang, Inc.; Carlos Duran, Tradelossa; Frank DeVries,

Challenger Motor Freight Inc.; and Jay Folladori, Landstar Transportation; highlighted how market conditions, port requirements and regulations are constantly changing, making cross-border planning a complicated scenario. The U.S.-Mexico-Canada perspective was especially impactful for the audience, as the panel examined issues they face internationally, in intermodal movement and with ports, as well as solutions they've developed.

Following up with the second presentation on Wednesday was Wayne Davis, Virginia DOT; Ray Morgan, Perkins Specialized Transportation; and Dan Vogen, Bentley Systems, Inc. Their presentation, *One-Stop-Shop Permitting*, revealed how a small number of states and cities have implemented online systems and mobile apps to issue permits in a collaborative manner. The integrated systems connect numerous agencies within a local or state government, resulting in greater efficiency for both applicants and agencies, reduced expenses, less complexity and as a result, less stress for transportation companies.

>64

Dan Baker delighted audiences with his presentation that took a humorous look at generational differences in business and how companies can work to harness those differences to create a successful workplace culture.



The Regional Executive Roundtable rounded out the day. Harmonization efforts with regard to weekend travel, allowable tandem weight and pilot escort requirements were among the key topics analyzed by state officials. Changes to state automated permits systems, and changes expected in 2014 were discussed by Tammy Denning, North Carolina DOT (SASHTO); Matthew Hedge, Pennsylvania DOT (NASTO); Scott Marion, Missouri DOT (MAASTO); and Jim Wright, Washington State DOT (WASHTO).

Day Two

Day Two met all attendees bright and early with a continental breakfast, sponsored by Industrie Commeto S.P.A. Next, Dan Baker captivated his audience with both compelling insights and a healthy dose of laughter with his presentation: *Integrating Four Generations Into Your Workforce* – sponsored by Association Benefit Resources/Benovate and Talbert Manufacturing. Baker reviewed four different generations in the workforce today, and shared his thoughts on how the youngest generations bring with them a whole new approach to traditional concepts of work, career and personal fulfillment. His interactive demonstration had attendees laughing and learning how to incorporate a multi-generational work culture into their companies.

Thursday's second session, *Best Practices*

for Compliance in O/O Movement, was presented by a panel of law enforcement and vehicle safety officials. Bryce Baker, Illinois Truck Enforcement Association; Sgt. Tom Fuller, NY State Police and Commercial Vehicle Safety Alliance (CVSA); and Mike Poppe, of Precision Heavy Haul; shared tips for improving CSA scores, thus compliance, resulting in reduced permit violations and fines.

The Exhibit Center was the destination of choice for lunch and networking on Day Two. Sponsored by Scheuerle-Nicolas-Kamag, Transport Systems & Products, Inc. and XL Specialized Trailers, the buffet lunch accompanied the busy exhibit floor, and gave participants ample opportunities to see the newest equipment, services and products, while mingling with clients, both current and prospective.

The afternoon and evening of Day Two was reserved for Breakout Sessions. Session One, *CVSA Truck Inspection*, allowed attendees to witness an actual inspection of an oversized load, using a seven-axle lowboy. Walking audience members through current procedures for performing a roadside enforcement inspection were Texas Department of Public Safety Senior Corporal Charles Gonzalez, Commercial Vehicle Enforcement, and Texas Department of Public Safety Corporal Todd Phillips, Commercial Vehicle Enforcement.

Session Two, *Technology – Boom or Bust for Specialized Transportation*, underlined an ever-emerging notion concerning where specialized transportation is headed with developing technologies like EOBRs and in-cab cameras. Presenters Bob Moore and Chris Nelson, NBIS, discussed the availability, analysis and utilization of data from new technology, and how it is

STS 2014 took a healthy look at hours-of-service regulations, electronic onboard recorders and the use of Data Q files.

changing the profession, equipment and operational landscape for carriers that have learned how to capture and harness it.

Breakout Session Three, *Harnessing Risk Management to Avoid Legal Claims*, gave attendees an inside look at how to manage risk year-round, with insurance playing a key role. Bob Moore, NBIS, made a second appearance onstage, this time with Dave Wittwer, Hays Companies. The duo emphasized how real risk management is about addressing the unpredictable, which includes managing your company's cost of risk and aligning your culture around performance. Moore and Wittwer also discussed how companies can best utilize the latest technology – lane departure, cameras and EOBRs – with a focus on the legal implications such technology and data availability can play in certain scenarios.

Thursday was capped off with a networking reception sponsored by National Interstate Insurance Co., ODS North America and Trail King Industries.

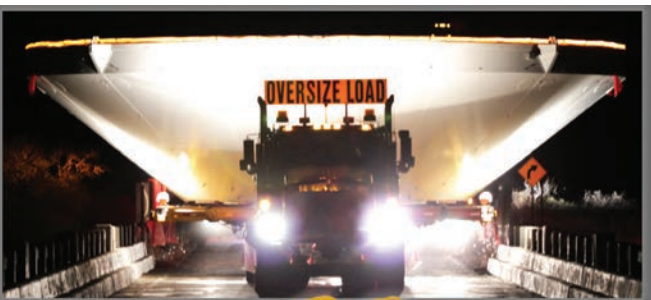
Day Three

The final day started with a continental breakfast sponsored by Goldhofer Aktiengesellschaft and Ridewell Suspensions Inc. Next, Rob Abbott, American Trucking Associations (ATA), delivered Friday's first presentation: *From CSA to HOS – A Comprehensive Federal Update*. Abbott's session provided participants with a summary, plus status of majority industry safety initiatives, such as: CSA, Hours of Service, Electronic Logging and Sleep Apnea.

STS 2014 came to a close with a presentation of the *2013 Hauling Jobs of the Year*. In the Moving category, honors went to Sarens/Rigging International, Alameda, CA, for its 14.2-mile transport of the Space Shuttle Endeavor from Los Angeles International Airport to the California Science Center. Burkhalter Specialized Transport LLC, Columbus, MS, won in the Hauling Over 160,000 Pounds (net) category, for its simultaneous transport of two hydrogen sulfide absorbers on 76 miles of state and federal highways from Bigbee Valley, MS, to Mississippi Power's Kemper County IGCC Energy facility. And in the Hauling Under 160,000 Pounds (net) category, Precision Specialized Division, Inc., Woodbridge, Ontario, was awarded for its transport of a German-built Vacuum Impregnation Tank (VIT) 112 miles, from the docks at Oshawa, Ontario, to a manufacturing plant in Peterborough, Ontario. ■



This year's Exhibit Center boasted a full roster of 35 exhibitor booths. The three-day Symposium hosted 443 attendees, 74 of whom were first-timers.



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Drug and alcohol testing requirements

Just over 20 years ago, the Office of Drug and Alcohol Policy and Compliance (ODAPC) was established to advise the Transportation Secretary, the DOT Agencies, and the United States Coast Guard (USCG) on drug enforcement and drug testing issues.

Today, employers in the trucking, aviation, railroad, transit, pipeline, and maritime industries are covered by ODAPC's regulation. That regulation governs the drug and alcohol testing process for pre-employment, random, post-accident, reasonable suspicion/cause, and required testing after an employee returns to work after failing or refusing a test.

In part one of a two part series on this misunderstood regulation, NBIS Risk Management team will break down the requirements to assist in determining who is covered and who is not.

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NOTE: This is the first article in a two-part series on DOT Drug and Alcohol Compliance. The second part of this article will be published in the June issue of *ACT*.

How do I know if I am subject to the U.S. Department of transportation drug and alcohol testing regulations?

The drug and alcohol testing rules under the U.S. Department of Transportation (DOT) are often misunderstood and misapplied by fleet management, leaving many employees and employers asking am I covered by the DOT drug and alcohol testing regulations?

Review the following and answer a few key questions in order to determine your next steps regarding the DOT drug and alcohol regulations (The decision tree is only a guide and does not replace or supersede the actual regulations):

AS AN EMPLOYER, DO YOU OR YOUR EMPLOYEES:

- Hold a Commercial Driver's License (CDL), or similar license issued by Mexico or Canada, and
- Operate a Commercial Motor Vehicle (CMV) in any state?
 - With a gross vehicle weight rating/gross vehicle weight or gross combination weight rating/gross combination weight of 26,001 or more lbs., or
 - designed to carry 16 or more passengers (including the driver), or
 - of any size that is used to transport hazardous materials which require the vehicle to be placarded

YES - You are subject to drug & alcohol testing regulations under:

FMCSA (49 CFR part 382)

and

DOT (49 CFR part 40)

NO - You are not subject to drug & alcohol testing under FMCSA (49 CFR part 382) and DOT (49 CFR part 40) regulations.

AS AN EMPLOYEE:

- Do you operate a truck or bus?
 - With a gross vehicle weight rating/gross vehicle weight or gross combination weight rating/gross combination weight of 26,001 or more lbs., or
 - designed to carry 16 or more passengers (including the driver), or

■ of any size that is used to transport hazardous materials which require the vehicle to be placarded

YES - You are subject to drug & alcohol testing regulations under:

FMCSA (49 CFR part 382)

and

DOT (49 CFR part 40)

NO - You are not subject to drug & alcohol testing under FMCSA (49 CFR part 382) and DOT (49 CFR part 40) regulations.

Now that you have determined the regulatory impacts to your operation, the following is a review of implementation options for you to comply with the standards.

What are my options in administering my DOT drug and alcohol testing program?

There are three general ways in which you can run a DOT drug and alcohol testing program:

OPTION 1: Administer the program internally. You would have on your own staff urine specimen collectors and Screening Test Technicians (STTs) / Breath Alcohol Technicians (BATs), Medical Review Officers (MROs), and Substance Abuse Professionals (SAPs) and support staff to run the program. The testing laboratory would be the only part of your program outside your own organization.

OPTION 2: Outsource some of the program functions to service agents. For example, you could have your own MRO and SAP but contract with urine specimen collectors and STTs / BATs to perform the collections, while keeping a support staff to run the program.

OPTION 3: Outsource all of the program's functions to a vendor, called a "consortium" or a "third-party administrator" (C/TPA), with only a Designated Employer Representative (DER) and the DER's support staff, if any, remaining in-house.

NOTE: As an owner-operator in the motor carrier industry, FMCSA regulations require you to belong to a C/TPA to ensure your compliance with random testing.



Do I need to have written policies that explain my program?

Yes. The DOT requires employers to have policies in place that fully explain their drug and alcohol program. Not only must you have policies, but you must also make them available to employees covered under your DOT program.

Can I have my own company testing program in addition to my dot testing program?

Yes. Under a non-DOT program, you could test for other drugs of your choosing. Nor would DOT prohibit you from using non-urine specimens under your non-DOT program. However, you would need to follow Part 40 and the appropriate DOT Agency regulations and totally separate your DOT testing from your non-DOT company policy testing.

For example, if you conduct DOT and non-DOT tests of an employee following an accident, you must ensure that the DOT urine collection for drugs and DOT test for alcohol are accomplished first. Then you would let the employee know the DOT portion was completed and that

REGULATORY UPDATE

On February 12, 2014 the FMCSA announced a proposed rule to establish a national drug and alcohol clearinghouse for all CDL drivers. The proposed rule would create a national database for controlled substance and alcohol test result information for CDL holders and establish guidelines for reporting, accessing, maintaining, updating, removing and releasing information from this database. In addition, the proposed rule would require employers to conduct pre-employment searches for all new CDL drivers and annual searches on current drivers utilizing this repository.

The drug and alcohol testing rules are often misunderstood and misapplied by fleet management and every year, thousands of motor carriers are cited and fined during FMCSA audits (compliance reviews) for failing to follow the rules in 49 CFR Part 382. In addition, not clearly understanding the regulations may have legal implications if a driver's rights are violated or someone is injured in an accident involving a driver not tested according to the rules. It is vital to operating a safe and profitable company that you and your employees understand and apply the drug and alcohol testing regulations appropriately.

■ For additional information on Controlled Substance and Alcohol Compliance and/or the NBIS Risk Management Support System please call: 770.257.1111, or email: transportation@NBIS.com

you will now be conducting a company policy test. In addition, you must not use the Federal Drug Testing Custody and Control Form (CCF) or the DOT Alcohol Testing Form (ATF) for your non-DOT testing. You would use non-Federal and non-DOT forms.

Where can I get a copy of Part 40?

Get a copy of Part 40 by contacting the ODAPC's office at 202.366.3784 or from their website at: <http://www.dot.gov/odapc>.

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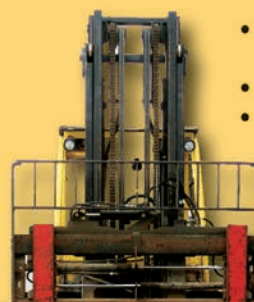
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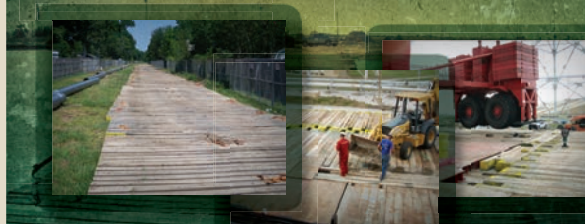
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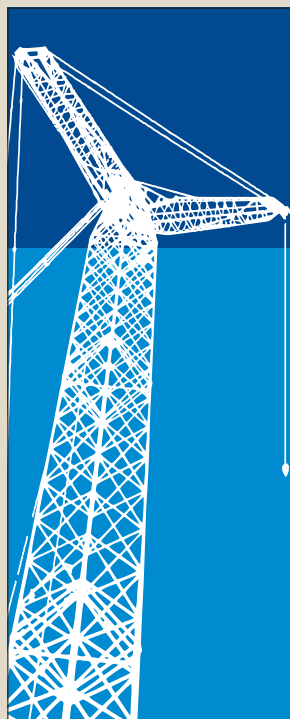
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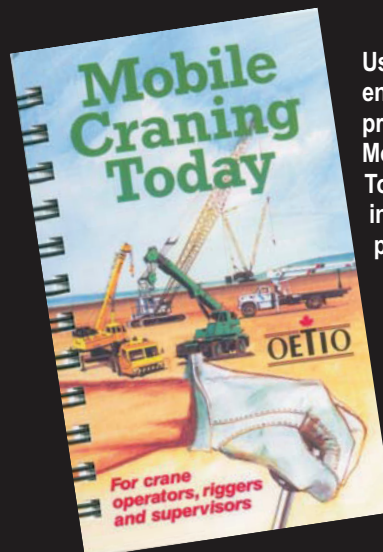
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■ Load Systems International Inc. (LSI) has promoted Tom Zanone to OEM sales manager. Zanone will serve original equipment manufacturers in North America offering cable-based and wireless solutions for crane/lifting system instrumentation. Zanone previously worked at PAT as a field service representative, service manager, training administrator and technical writer. After PAT he was a distributor for 12 years for PAT/Hirschmann before joining LSI-Robway.

■ Florida-based Sims Crane & Equipment has appointed Deborah Garringer as its chief financial officer. Garringer joins Sims Crane from Crowe Horwath LLP where she was a partner and in charge of the Florida market for public sector clients. She brings to the role more than 25 years of experience in the accounting industry. Garringer takes over from vice president and CFO M. Vernon Moore, who retired April 1 after 27 years with Sims Crane.

■ Brodersen Manufacturing Corp. appointed Ed Kocsis as its manager of major accounts. Kocsis is in charge of Brodersen major accounts operations from head office requirements to the field.

■ Terex Cranes President Tim Ford has been named chair of ICUEE 2015. Ford will oversee the show's volunteer management committee, a cross-section of utility construction leaders who direct show planning to ensure the show remains relevant for all market segments. The biennial International Construction & Utility Equipment Exposition (ICUEE) will be held September 29 – October 1, 2015 at the Kentucky Exposition Center in Louisville.



From left to right: Bev O'Dell, ACT's national account manager; Trevor Pease, KHL America's president; Doug Ball, former SC&RA vice president; D. Ann Shiffler, editor of ACT; and John Austin, sales manager for International Cranes and Specialized Transport.

SC&RA vice president Doug Ball retires

Doug Ball has retired from his position as Specialized Carriers & Rigging Association (SC&RA) vice president.

The announcement was made during a special presentation and reception on the first day of the SC&RA Specialized Transportation Symposium, March 19 - 21 in Houston, TX. Ball has served the association for more than 13 years.

"With the help and support of many of you, Doug has advanced our agenda on a host of transportation and permitting issues, from increased limits on tridem

and trunnions to increased night-time and weekend travel allowances to increased 46,000 pound tandem weight limits in more and more states to better port access and egress for our members," said Joel Dandrea, SC&RA executive vice president. "The reality is Doug has made hundreds of presentations and actively participated in meeting after meeting during his time at SC&RA. His progress has aligned quite well with our mission of advocating, educating and working to improve the safety, efficiency and profitability of our industry."

First three speakers for WC&TS

The first three speakers for the 2014 World Crane and Transport Summit, Nov. 12-13 in Miami, have been announced. The first is Scott Hazelton, director, IHS Global Insight Construction and Manufacturing Industries Practice. Hazelton developed and is responsible for the quarterly Global Construction Outlook as well as the U.S. Construction Quarterly Briefing and the U.S. Construction: State and Metropolitan Focus forecasts and commentary.



He has also developed specific forecasting models for U.S. renovation and infrastructure markets.

David Rodrigues will also be a speaker at WCTS 2014. Rodrigues is chief executive officer at leading crane rental and specialized transport company Makro Engenharia in Brazil. He has been with the

company since 1996.

Completing the first round of speaker announcements is Ted Redmond, president and CEO at Canadian crane rental group NCSG Crane & Heavy Haul Services. Redmond has 30 years of management experience in Canada and the U.S. with leading international companies, including Rockwell International, The Boston Consulting Group, and McCoy Corporation.

■ For more details and updates see: www.khl.com/wcts

2014

AWEA WindPower 2014

May 5-8, 2014
Las Vegas, NV
www.awea.org

International Cranes & Transport Turkey Conference

May 8, 2014
Istanbul, Turkey
www.khl.com/catt

Crane Rental Association of Canada

June 4-7, 2104
Whistler, BC, Canada
www.crac-canada.com

APEX and IRE

June 24-26, 2014
Amsterdam, The Netherlands
www.apexshow.com
www.ireshow.com

SC&RA Crane and Rigging Workshop

September 24-26, 2014
Dallas, TX
www.scranet.org

ALH Conference & Awards

November 11, 2104
Miami, FL
www.khl.com/alh-ca

World Crane & Transport Summit

November 12-13, 2104
Miami, FL
www.khl.com/wcts

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