

# ACT

The magazine for the crane, lifting and transport industry  
A KHL Group Publication [www.khl.com/act](http://www.khl.com/act)



## Virtually amazing!

SC&RA Job of the Year winners



Official domestic magazine of the SC&RA

TOPLIST  
**ACT TOWER CRANE 50**  
North America's top tower crane companies  
p19



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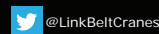


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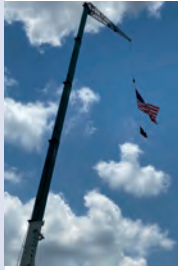
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# Old Glory



In these times of uncertainty and a seemingly endless flow of bad news, there are some clouds with silver linings. At a time when I certainly need to hear affirming stories, I received a note and a photo from Mike Davis, vice president of AME in South Carolina.

"AME's main crane yard is on the I-85 service road in Charlotte," Davis said. "For years, we have proudly flown an American flag from a crane on holidays. This past Memorial Day, a storm tore our flag."

But a few days before July 4th, Davis said a retired Charlotte fireman dropped by the office with a new flag.

"He said he had seen our flag flying for years, and he knew it had been torn over Memorial Day," Davis wrote. "He presented us with this one (in the photo above). It was given to him when he retired. It had been displayed from fire trucks when they parked on overpasses as processions for fallen heroes were driven through the city. It had even been used to drape coffins. We are proud to fly this new American flag to honor our past and present heroes, and to honor those that serve and protect us during these difficult times."

I love stories like this.

This issue features the seven winning SC&RA Job of the Year (JOY) job stories in our exclusive special section that starts on page 25. The JOY contest presentations were postponed this year due to the cancellation of the SC&RA Annual Conference. But the good news is that the SC&RA persevered and made sure the 2020 version of the contest happened. SC&RA convened a panel of judges and the contestants via a Zoom call July 8-9, and the JOY contest went off without a hitch.

This month we also present the **ACTTOWERCRANE50** toplist, which you will find on page 19. The list grew slightly this year, which is also good news. In conjunction with the toplist, we were able to make Morrow Equipment's Peter Juhren the subject of our Interview starting on page 14. Juhren was just named president and COO of Morrow, and since Morrow is No. 1 on our **ACTTOWERCRANE50**, things all worked out for an interesting package of information, news and views.

Crane engines, sling identification and rough terrains are also covered in this issue. As I write this, there's a thought process that we may soon be reaching a plateau in new Covid-19 cases. There also seems to be progress on the vaccine front. Let's hope that next month more good news prevails. And lastly, if you have some good news to share, I hope you will drop me a line.

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## KHL CRANE PORTFOLIO

**ACT 100****ACTTRANSPORT50**

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GR-1000XLL-4

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Tadano's new line of Next Generation Rough Terrain cranes were designed with high-pressure environments in mind - confined space, high activity sites with extreme safety requirements, where time is money and reliability is uncompromising - such as refineries, urban infrastructure projects, or commercial construction.

Safety features include the Tadano View System, a multi-camera technology created for increased visibility and obstacle detection notification. Performance features include a six-speed transmission powered by a dual compliant Cummins Tier IV engine, diminishing emissions, improving fuel consumption and reducing noise. For optimal operator performance and focus, the new comfortable, tiltable cab helps with improved efficiency, operability and visibility.

Call or visit our website to learn more about the Safety, Performance, and Comfort of the Tadano Next Generation Rough Terrain Cranes.





Seven incredible jobs are highlighted in our SC&RA Job of the Year special section starting on page 25.



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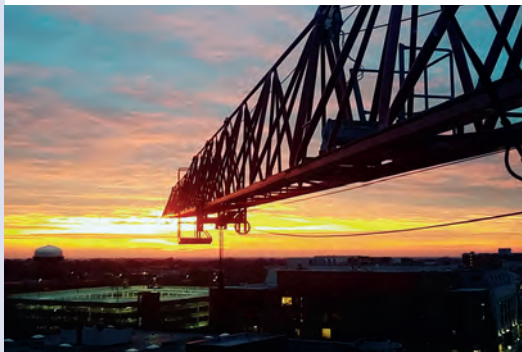
Produced in cooperation with the NCCCO

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Morrow Equipment's president and CEO Peter Juhren knows his company and the tower crane market as well as anyone. D. Ann Shiffler reports.

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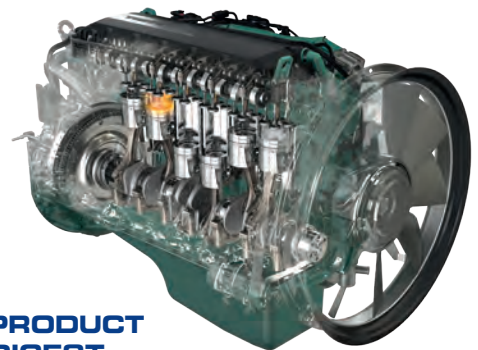
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# Industry responds to Manitowoc's petition

**C**ompanies, trade organizations and governments from around the world have vehemently responded to Manitowoc Cranes' petition to the U.S. Commerce Department to levy tariffs on cranes imported into the United States.

The Department of Commerce launched a Section 232 investigation into Manitowoc's claims that the import of mobile cranes from Europe and Japan have impaired the domestic crane business and are a threat to national security. Manitowoc said government intervention is needed so that the company can continue to produce cranes for the U.S. military and infrastructure projects.

Fifteen entities that commented to the Commerce Department support Manitowoc, including Maxim Crane Works and Lampson International.

Maxim COO Frank Bardono wrote, "The reality is the Europeans and Japanese are actually flooding the U.S. market with foreign products via third party brokers and agents and have been for years."

Some 45 of the public comments did not support the investigation.

Jennifer Gabel, owner of JK Crane based in New Jersey, said she doesn't begrudge Manitowoc for reaching out for help, but that she disagrees with their method, which negatively impacts many other domestic businesses, both big and small.

"Perhaps it's because I'm an American woman, but I like my freedom to choose what and who suits my needs best (also known as free and fair

“ Perhaps it's because I'm an American woman, but I like my freedom to choose what and who suits my needs best (also known as free and fair trade). Let's not threaten that by supporting one company at the expense of many others. ”

**JENNIFER GABEL, JK Crane**

trade)," Gabel said. "Let's not threaten that by supporting one company at the expense of many others."

One of the issues that has drawn ire from crane OEMs is Manitowoc's assertion that cranes imported into the U.S. forced it to close its factory in Manitowoc, WI and lay off workers. Kobelco commented, "The truth is that in 2016 Manitowoc told analysts that the company had too much capacity and intended to consolidate its footprint. Manitowoc followed through with the closure of the Manitowoc, WI manufacturing complex in 2017. In doing so, the company did not eliminate 638 manufacturing jobs; it moved them from

As the U.S. Department of Commerce begins its investigation of unfair trade and national security issues in the crane market, the industry weighs in with public comments.



Wisconsin to Shady Grove, PA. By moving operations from a unionized facility in Wisconsin to a non-union facility in Pennsylvania, the company went from dealing with five labor unions to zero."

Another contentious point is that Manitowoc's sales are hurting. Liebherr Cranes, which has invested significant monies in the U.S. in terms of facilities and employees, stated that, "The U.S. mobile crane industry is highly profitable and not demonstrating any vulnerability to imports. Manitowoc's own financial statements readily confirm that it is thriving: its 2019 profits far exceeded any reasonable profitability benchmark and sales – including North American sales – expanded to record levels..."

SC&RA President and COO Joel Dandrea, said members of his association are the "backbone of the economy."

"SC&RA supports U.S. laws and policies that promote free and fair trade," Dandrea said. "Free trade strengthens bonds of friendship, cooperation and economic productivity among the United States and other countries. It has the power to expand economic opportunities for U.S. companies by opening markets

and creating jobs. Free trade promotes competitiveness in U.S. and global markets which leads to greater freedom of choice and economic efficiencies. Free trade is based on well-established rules that promote fairness, innovation and a predictable commercial framework for trade and investment."

Link-Belt, which is owned by Sumitomo Heavy Industries, supplies mobile cranes to the U.S. government, including the U.S. military. Link-Belt Vice President William Stramer wrote that they have no difficulty meeting the terms of government contracts, including military cranes.

As for a timeline for the investigation by the Commerce Department, it has been reported that if the investigation takes the normal amount of time, it will be submitted to the President by early 2021. However, the decision could be fast tracked. To see the full article posted on the *American Cranes & Transport* website please visit <https://www.americancranesandtransport.com/global-crane-community-responds-to-manitowocs-petition-for-tariffs/145128>. article. Public comments can be found at [www.regulations.gov](http://www.regulations.gov) ■



## Maxim to open new locations

Maxim Crane Works has added three new locations that are beginning operations this month.

"Our team continues to successfully execute our strategy through a combination of organic growth and strategic acquisitions," said Bryan Carlisle, CEO, Maxim. "As we add St. Louis, MO; Kansas City, MO and Denver, CO to our existing footprint of over 60 locations, we are confident that it will ensure our ability to further support our customers throughout the country".

This expansion is the result of the implementation of Maxim's rolling 5-year strategic plan, the company said.

"Kansas City, (Denver and St. Louis) here we come," said Frank Bardonaro, COO, Maxim. "We look forward to serving our customers and team members as we continue to expand our business and look forward to meeting our future Maxim team and customers in the near future. It will be great add new technicians, sales reps, operations people and crane operators during a time when our country needs it most."

# Elliott unveils new cab and control system

**The new cab is available on all Elliott cranes with 30 tons or greater capacity.**

**E**lliott Equipment has launched a new crane cab that will be available on all Elliott cranes with 30 tons or greater capacity. The cab tilts up to 20 degrees for enhanced visibility of the load line and is equipped with a wide coverage, flat polycarbonate windshield for low distortion unobstructed view above and below the operator. The new system also features the Elliott DynaSmooth hydraulic controls for precise feel, and a Bluetooth-enabled diagnostic system that provides feedback on system operating conditions and allows for remote factory or service center troubleshooting.

Camera-ready control screen views include winch, boom tip and rear of unit for greater sight coverage, and a WIKA

Q Scale LMI with color touch screen provides data of key lift parameters and visual setup. The new offering also includes in-cab outrigger controls and a positioning screen for fine tuning. Other features are climate control, including heater and air conditioning with tri-position ducting, kicker stereo, operator seat and control rests that give fore/aft, height adjustability for optimal fit and room for tools and lunch box storage behind the operator.

"We have worked closely with our customers and distributors to deliver a state-of-the-art design," said Dave Cheleen, product manager, Elliott. "The cab addresses their needs of an environment that is comfortable and



easy to work in. They particularly like the visibility, control smoothness and the straightforward LMI and touchscreen operation. They also appreciate the uptime and lower operating costs afforded by the cab's remote Bluetooth diagnostics and trouble-shooting capability as well as the off the shelf windshield glass."

## Terex Services named Fassi dealer

Terex Services and Fascan International have reached

an agreement for Terex to become a full-service dealer of Fassi products. As an authorized dealer, Terex Services will provide maintenance, repair and parts for Fassi products at its 19 branch locations across the United States, as well as sell custom installed Fassi cranes and attachments at select locations.

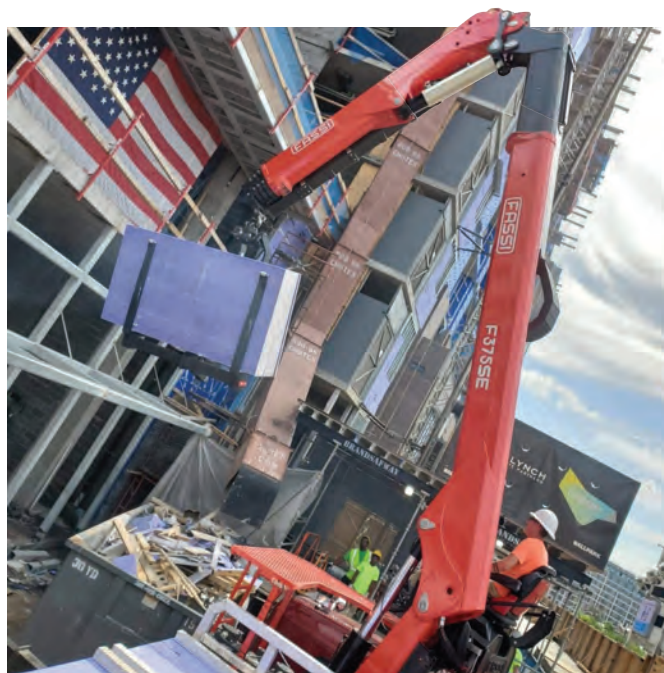
"We are pleased to partner with Fascan to be able to offer service support to Fascan customers," said

**Terex Services and Fascan International have reached an agreement for Terex to become a full-service dealer of Fassi products**

Nick Cammisa, director of service sales, Terex Services. "Whether your equipment is used to work 125 feet in the air or to perform underground utility work, Terex Services personnel are trained for maintenance and repair of a variety of equipment.

Fascan is excited to have Terex Services as part of the Fassi family, the company said.

"Along with its 19 locations, Terex Services field service technicians offer Fassi users additional resources to assist them in keeping their wise investment in Fassi knuckleboom cranes running and profitable," said Bernie Faloney, president and CEO, Fascan International.



# Talbert launches AC Series

**T**albert Manufacturing has unveiled its Tag-A-Long

Austin Carry-All Series (AC Series). The series is aimed to minimize load times and maximize productivity for everyday hauling of small- to mid-size equipment. The line of 10- to 25-ton tag-a-long trailers features loaded deck heights, durable construction and a low, 7-degree load angle to transport a variety of equipment – from asphalt rollers and machines for dirt work to cable and pipe for gas and electric utility applications.



Talbert's AC Series is ideal for use in industries such as general construction, paving, agriculture and oil fields.

"As contractors diversify their operations to meet changing demands, they require more flexibility from their equipment," said Troy Geisler, vice president of sales and marketing, Talbert Manufacturing. "Our AC Series trailers are specially designed to maximize

**Talbert's AC Series is ideal for use in industries such as general construction, paving, agriculture and oil fields.**

versatility while providing the durability and safety Talbert Manufacturing is known for."

For maneuverability in urban environments, the dual axle AC-10 offers a 10-ton, 20,000-pound capacity with an overall transport length of 29 feet, 6 inches. Deck length is 24 feet with 19 feet flat with a 5-foot beavertail.

The AC-10 also features 5-foot, 5-inch self-cleaning, spring-assisted rear ramps.

Loaded deck height is 32.25 inches, making it ideal for operation in areas with low-clearance obstacles, such as residential and commercial building sites and for urban utility operations. The AC-20 is ideal for contractors looking for larger capacity but with the same compact footprint. It offers a 20-ton, 40,000-pound capacity while maintaining the same deck dimension and loaded deck height. The AC3-25 has a 29-foot deck (24 feet flat with a 5-foot beavertail) and a 25-ton, 50,000-pound capacity with a 32.75-inch loaded deck height. ■

## Manitex enhances CD4430R rail crane

Manitex International has made updates and improvements to the CD4430R rough terrain rail crane. This machine is specifically designed for the high demands of the rail industry in extreme conditions and offers a 30-ton capacity plus a 2-section 53-foot formed boom with integrated rail gear system.

The CD4430R has been updated with a Cummins B6.7 liter 325HP Tier 4 stage 5 engine providing up-to-date emissions with improved performance and ease of maintenance, the company said. An all-new intuitive touch screen display offers improved operator interface.

"Manitex is excited to announce new product enhancements to this rugged machine to keep up with the needs of the rail market with new improvements based on customer input," said Beau Pocock, industrial sales manager, Manitex International. "Manitex strives to meet the needs of our customers in the field, improving productivity and reliability."

**The CD4430R has been updated with a Cummins B6.7 liter 325HP Tier 4 stage 5 engine and touch screen display.**



## Fontaine unveils 60-ton trailer

Fontaine Heavy-Haul has launched the Magnitude 60LCC trailer that hauls 60-ton loads in 13 feet with 4 axles close coupled. The Fontaine Magnitude 60LCC is designed for customers operating in regions where spread axle configurations are not required to maximize their trailer loads, the company said.

"If local regulations allow a more concentrated load this trailer is a great choice," explained Todd Anderson, VP sales and marketing, Fontaine Heavy-Haul. "It can handle 60 tons without adding a flip box or a spreader. This means our customers get a much lighter trailer setup at a much lower acquisition cost. Plus,

maneuverability is greatly improved since the overall length is reduced by more than 11 feet compared to a trailer equipped with a flip box, spreader and fourth axle. With its 60-ton capacity and 18-inch deck height, this trailer is a winner."

Should the application require a spread axle configuration, the Magnitude 60LCC is designed to accept a 23-inch flip box and a Fontaine EQ1 spreader with a fourth axle. In this configuration, the trailer can haul 55 tons in 16 feet with a 125-inch swing radius. It boasts a 26-foot clear deck length and a loaded deck height of 18 inches with 6 inches of ground clearance. ■

**The Fontaine Magnitude 60LCC trailer hauls 60 ton loads in 13 feet with 4 axles close coupled.**





■ Bigge Crane and Rigging has placed an order for six Link-Belt telescopic crawler cranes, including TCC-1400s and TCC-2500s, for delivery this year. The TCC-1400 features a six-section 195-foot main boom plus a 30 to 54-foot bi-fold swingaway extension for a maximum tip height of 257 feet. The TCC-2500 boasts a 223-foot seven-section main boom with a maximum tip height of 345 feet.



■ Liebherr-Canada has opened a new branch in Sudbury, to enhance service to customers throughout northern Ontario.

■ The ALL Family of Companies (ALL) has been appointed as an authorized service center for Load King Cranes, effective immediately. "We are very pleased to partner with the ALL Family of Companies, extending their crane expertise to Load King's customers," said John Lukow, senior vice president, Load King Cranes. "Our customers will benefit from ALL's vast knowledge and multiple locations in the areas being served."

■ WIKI Mobile Control (WMC) service training courses have transitioned to a live online webinar format as an alternate solution to physically being in a classroom. Each four-hour online class features service training on a different WMC product and includes classroom instruction and interaction as well as live simulator training.

■ Austrian chain company Pewag and UK-based below-the-hook equipment and rigging engineering specialist Modulift have announced a "strategic alliance."

## R&D Crane purchases Grove GMK5250L

R&D Crane, a division of the Cherubini Group of Companies operating in Atlantic Canada, has expanded their fleet with the purchase of a new Grove GMK5250L. R&D Crane, based in Dartmouth, Nova Scotia, has been providing crane services to a broad range of industries, including construction, commercial, marine, wind and residential for over 30 years.

The addition of the 300 ton all-terrain crane was fueled by increased demand in the market, especially in R&D Crane's primary fields of focus, which includes bridge and structural erection, tilt-up building panel erection and industrial mechanical machinery (air conditioning units) installation. The

GMK5250L was received in May of this year and its inaugural job was just one week later erecting the William Trail Bridge in Waverly, Nova Scotia.

"Due to increased demand in the market, coupled with many upcoming bridge erection jobs, the new GMK5250L was an essential purchase to continue with the work that we do," said Aaron Harvey, general manager, R&D Crane. The decision to purchase the Grove GMK5250L comes down to our comfort with the Grove/Manitowoc product lines, our 25-year relationship with Shawmut Equipment and their professional team of technicians that provide the customer service and support we need."



The GMK5250L was received in May of this year and its inaugural job was just one week later erecting the William Trail Bridge in Waverly, Nova Scotia.

## Mammoet lowers arena roof

Mammoet was recruited to lower a 440-foot long main truss and complete the demolition of the Joe Louis Hockey Arena in downtown Detroit, MI. The job's proximity to a metro center and a large sewer main beneath the truss meant the demolition was a dismantling process rather than a traditional implosion.

The original proposal was to take the steel and concrete truss apart a beam at a time. Working for locally based demolition contractor Adamo Group, Mammoet's solution was to lower the entire truss in one piece for easier access to be dismantled on the ground, the company said.

Large beams were inserted under the truss so it could

be lifted from its existing supports using eight strand jacks and then lowered onto supports. The truss was 82 feet up and Mammoet lowered it to 20 feet for cutting into more manageable chunks. Prior to the lift and lower operation two pairs of 7.9-foot tall girders, braced together, were put in to support the roof.

Multiple strand jacks on the one rigid structure demanded careful monitoring of the load on each jack to make sure the truss and the lifting equipment were loaded as designed. Within four hours of starting to lower, the Mammoet team of six had it lowered and set on the client's shoring piles.



The 2,480-ton, 440-foot main truss of the Joe Louis Arena was lowered from an elevation of 82 feet to 20 feet.

# Stevenson Crane navigates historic lift

Illinois-based Stevenson Crane Service provided the lifting capabilities for the recent Robert Parker Coffin Road Bridge project in Long Grove, IL. The 114-year-old bridge over Buffalo Creek is listed on the National Register of Historic Places and was damaged by a traffic accident several years ago. It was built in 1906 and is a rare surviving example of a construction method called a “pin-connected pony truss” bridge.

SCS worked with crews from Woodstock, IL-based Alliance Contractors and Marengo, IL-based Carmichael Construction on the bridge restoration project. Workers had to lift the 40,000-pound bridge off its foundation and

set it temporarily on a flatbed truck while they conducted repairs to the concrete support structures and performed other necessary painting work. SCS used a Liebherr 500-ton crane to lift the bridge.

“This was such a great project to be a part of,” said Curt Slipke, vice president, sales, SCS. “I’m not sure many companies get the chance to lift more than 114 years of history – that was a great experience. Our hope is the bridge will continue to serve Long Grove for another 100 years.”

Now that the bridge has been returned to its normal position, workers will be completing final touches and



PHOTO CREDIT: MARK WELSH - DAILY HERALD

**Stevenson Crane provided the lifting capabilities for the Robert Parker Coffin Road Bridge project in Long Grove, IL.**

will also be installing a new wooden cover. A structural steel skeleton will also be installed to provide additional protection for the future.

In total, contracts for the project amounted to approximately \$915,000. The project was scheduled to be fully complete in July. ■

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# LIEBHERR

After something of a bounce back in April and May, most share prices levelled-off ahead of the second quarter results season.

**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 Industrial, Deere & Company, Joy Global, Manitowoc and Terex.**

# Results loom

Share prices have rebounded following the steep dive at the start of the Covid-19 lockdown in March. But as this month's graph shows, the recovery was much more gradual than the downturn, and despite a few bumps, most share indexes have levelled-off more recently.

The exception has been the NASDAQ, which is tilted towards the tech sector and companies that have done well during the lockdown with many activities and working practices going online.

Whether companies have done well or not over the last few months, the second quarter results season is now looming on the horizon. With many withdrawing their earnings guidance in the early part of the year as the Covid-19 pandemic began to spread, the forthcoming results season represents a much greater unknown than usual. This uncertainty is the main reason shares have lacked direction

throughout the last few weeks.

At the time of writing, it remained to be seen how the results would shape-up and how the markets would react. It's not going to be pretty for many traditional businesses and it could be a bloodbath for companies in sectors such as aviation, travel, tourism, entertainment and hospitality.

## Double-digit declines

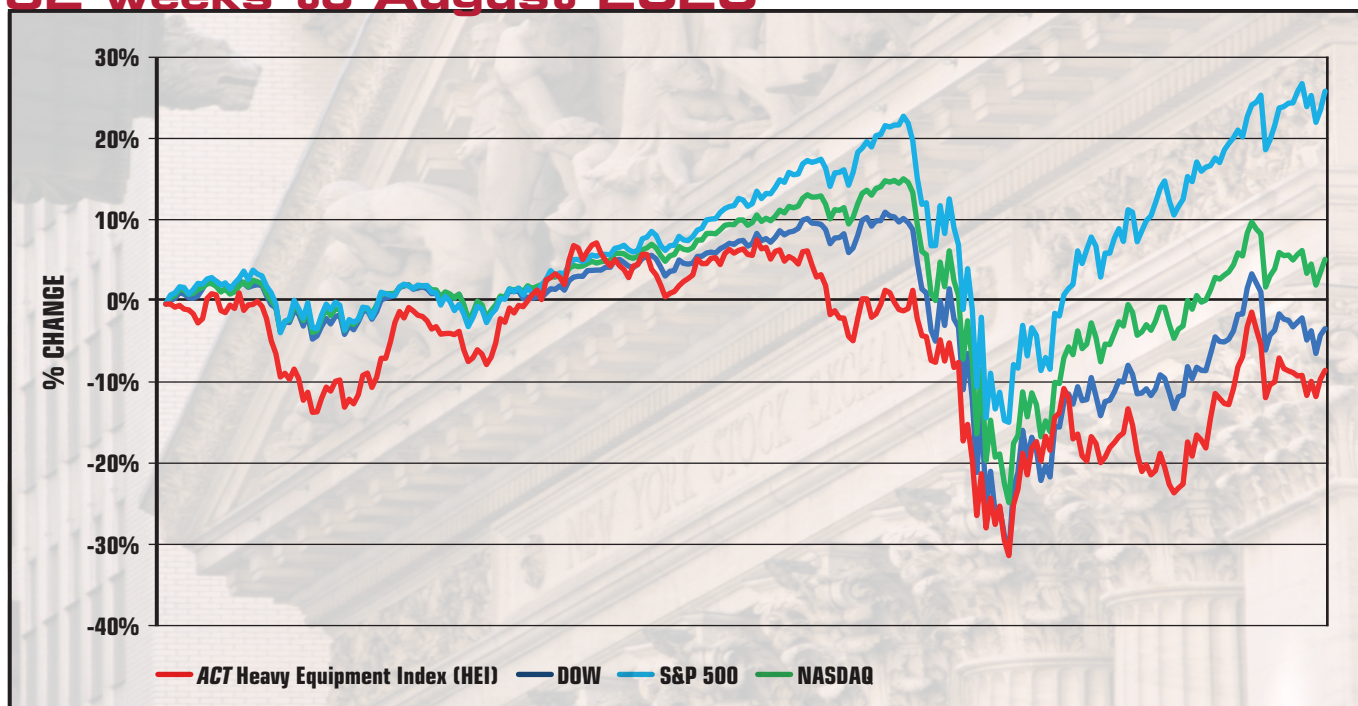
Heavy equipment manufacturers are likely to take a hit. Some indication of the magnitude was given by John Deere's last results, which were published in May – the company runs on an unusual financial calendar whereby its second quarter ended on May 3rd. This means the company had six weeks or so of the lockdown in its financials, as opposed to around two weeks for the majority of companies' first quarter calendar year results.

Deere's second quarter results showed worldwide revenues down 18 percent compared to

the same period last year, while earnings per share dropped 40 percent. Given this, large double-digit declines in revenues seem likely for heavy equipment manufacturers in the second quarter. The key for share prices will be whether results are better or worse than expected. Stock markets are forward looking with share prices being a function of expected performance over the next 12-18 months. This means it is perfectly possible for prices to rise on bad results if they are not as bad as investors expected, or fall based on good financials if they undershoot expectations.

What that means in the context of the unprecedented disruption wrought by Covid-19 is anyone's guess. Not only are the financials unpredictable, but in the absence of guidance and other solid data, there is a wider spread of expectations among investors than usual. A period of market volatility seems more than likely.

## 52 weeks to August 2020







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# A big climb

Morrow Equipment's president and COO **Peter Juhren** knows his company and the tower crane market as well as anyone. **D. Ann Shiffler** reports.

**M**orrow Equipment started its journey to becoming the largest tower crane company in North America in 1968 when brothers John and Richard Morrow started their business with one crane. In 1978, the company became the sole distributor of Liebherr tower cranes in North America.

Today, Morrow is a global leader in the industry, but one thing has not changed. Morrow still follows its core values of providing the best equipment and service, according to Peter Juhren, who recently took on the role as president and chief operating officer.

Juhren started his career in the tower crane sector in 1980 in New York when he took a \$5 an hour job as a shop worker at American Pecco in New York. He interviewed with Peter Jehle, who later co-founded PJ Arcomet, and who is still with that company.

"After a couple of weeks, my mentor, Gerhard Langer, took me under his wing and decided I was going to work in the crane division as a technician," Juhren remembered. "After a brief training period (and I mean brief), I was out putting up tower cranes."

In 1981, at the ripe old age of 22, he was offered the job as service manager in the San Francisco office. He worked there until 1984, when he returned across the country to New York, taking over as service manager for the northeastern U.S. In 1990, he was recruited to move to Atlanta and develop the southeastern region for American Pecco. Three years later American Pecco and Morrow Crane merged, and that is when his long and successful history with Morrow began. After being promoted to corporate service manager he moved to Morrow's headquarters office in Salem, OR. He was named global vice president of operations in 2015, and then he got the call to run the entire operation in June of this year.

Juhren said he did not really set his sights on taking the top role, but continuity has always been important to the company.

"I cannot say that I envisioned being in this position, but Rick Morrow mentored me over years and made sure there would always be continuity in the organization," he said. "With his passing, my responsibilities increased, and then due to the unfortunate passing of Christian Chalupny, the president, our team members were relying on me for guidance and structure. I believe staying humble and remembering where you came from makes decisions clearer especially when it involves people. I can say that now that I sit here it's an accomplishment in the fact that the Board of Directors have the faith in me to guide the company going forward."

Juhren is known as a straight shooter who is well spoken, easy to talk to and knowledgeable. He also genuinely cares about the industry and all things safety. He has long been a supporter of crane operator certification and training. And more training. Never stop training.

I have known him for many years, and I was so happy to see him recognized for the work he has put into making Morrow the best it can be. I think you will be interested in his answers to our questions.

## WHAT DO YOU SEE AS THE BIGGEST CHALLENGES IN YOUR NEW ROLE?

Change. The industry has changed, and we are looking at ways we can shape change and adapt to the environment. There is much more competition now in the tower crane industry, and we must find ways to stay ahead of the curve and make decisions accordingly, especially in smaller regions. We will look to expand markets, increase our exposure, and drive forward to increase market share and be creative.

## YOU HAVE ALWAYS SEEMED TO LOVE YOUR JOB AND THIS INDUSTRY. WHAT IS IT ABOUT MORROW AND THIS INDUSTRY THAT HAS KEPT YOU ENGAGED?

No one ever woke up and said, 'I want to be in the crane industry.' I fell in love with this business after I put up my first tower crane solo. It was empowering. Driving away and

looking back at this giant machine doing a balancing act had me hooked. After nearly 40 years, I still get that feeling when I drive around and see one.

Morrow has been a world class company to work for, and the people have been the main reason, from all the team members to the executive level, everyone has the same respect. No one in this company is more important than anyone else, we just have different levels of responsibility. In addition, the organizations I have served on and been a part of to make this industry better have been rewarding, and hopefully when I leave this industry, I can say I contributed to making it better.

## MORROW HAS THE LARGEST FLEET OF TOWER CRANES IN NORTH AMERICA. HOW DO YOU CHARACTERIZE THE TOWER CRANE MARKET DURING THIS TUMULTUOUS TIME?

The market has seen weakness over the past several months, but I do not see this as a crash like we saw in 2009-2010. There are quite a few strong areas in the country, but overall, there has been a softening. We have seen downward pressure on rates in some markets, but all in all I feel there will be room to grow in the fourth quarter of 2020.

Fortunately, the shutdowns due to the Covid-19 virus have had a minimal impact on the construction industry overall, and we have been fortunate in that respect. I believe that the current slowdown is more for projects delayed than cancelled, and we should see this improve once there is a clear path to reopening on a grand scale. As the States had different definitions of "essential," the impact was different based on those definitions.

## WHICH METRO AREAS APPEAR TO BE DOING WELL? WHICH AREAS ARE ON THE DECLINE?

The West Coast is still a strong market, such as Seattle and Los Angeles, as is the Southeast and Florida. The Northeast has seen some improvement, but the Midwest is still softening.

## MORROW HAS LONG BEEN KNOWN FOR ITS





“ I fell in love with this business after I put up my first tower crane solo. It was empowering. Driving away and looking back at this giant machine doing a balancing act had me hooked. After nearly 40 years, I still get that feeling when I drive around and see one. ”

**PETER JUHREN, President and Chief Operating Officer, Morrow Equipment**

#### **SAFETY TRAINING CULTURE. HOW DID THE COMPANY ROLL OUT ITS COVID-19 SAFETY PROTOCOLS?**

We first identified all employees that could work remotely and set them up so as not to be exposed or expose others. Second, we implemented a social distancing program, sanitizer and face coverings for all employees. We have our office cleaning staff sanitize every touchable surface every day. For those essential team members, we have set out detailed instructions on training for working safe, including mandatory temperature checks for all people entering any of our offices or facilities, restricting entrance points and sanitizing regularly. We have invested heavily in information signs and PPE.

#### **WHAT IS YOUR TAKE ON THE SELF-ERECTING TOWER CRANE MARKET IN THE U.S.?**

I feel this is a market that will see continued growth and acceptance. While a different business model than tower cranes, educating users of other methods for low rise buildings is the key to growth. We are looking for ways to grow this segment of our business and have

developed a strategy that will enable us to see an upward trend in market share.

#### **WHAT ARE THE BIGGEST ISSUES FOR THE TOWER CRANE SECTOR RIGHT NOW?**

One of the biggest issues is insurance, and the cost and availability, and not just for tower cranes. Rates have doubled and tripled over the past three years, and many companies have exited the underwriting of cranes. Regulatory compliance is also challenging in the fact that many different states and even cities have their own set of regulations. Some jurisdictions allow the authorities to decide what is acceptable and this can be a challenge when getting approval. While we have a generally young fleet, maintaining a fleet (young and old) is paramount to safety. We have an exceptionally detailed QA/QC and maintenance program to ensure what we deliver is the best in the industry.

#### **DO YOU SEE MORE OF AN ACCEPTANCE FOR HOOK CAMERAS AND RELATED TECHNOLOGIES ON TOWER CRANES NOW THAN IN THE PAST?**

Anti-collision systems seem to be advancing in the acceptance area. More

multi-crane jobs are requiring them to ensure cranes do not come into contact with each other. As for cameras, the jury is still out. In Hawaii they have been universally accepted and are on almost every tower crane. Yet in other parts of the country there are none. I think this segment is growing but not as rapidly as say Great Britain or Australia.

#### **WHAT IS YOUR BUSINESS PHILOSOPHY?**

Empower people. I have always surrounded myself with the best and smartest people I can find, then let them do their job. Of course, I plan, strategize and am the vision forward, but I am not the smartest one in the room. I may make the decisions, but they are based on information from people I trust. Respect is a two-way street. I have never demanded it, and I have tried to remain humble and never forget where I came from, and how I got here now. To maintain our leadership position, we will have to think outside the box, look inward, grow in new areas. I plan on expanding our team to reach these goals going forward. The future will be exciting, and I am looking forward to many more years.

#### **WHAT DO YOU LIKE TO DO WHEN YOU ARE NOT WORKING?**

I am not sure I am never not working, but I love spending time in our RV seeing the country, and spending time with my three grandchildren. ■

# A wealth of information

**Mike Close** reviews the identification tag requirements for each type of lifting sling.

**H**ow important is a lifting sling's identification tag? ASME B30.9 lists "missing or illegible sling identification" as the very first item under removal criteria for users who are inspecting any type of lifting sling.

A sling tag can provide the end-user with a wealth of valuable information, including manufacturer of the sling assembly or the most recent entity to repair the sling; material the sling is manufactured from; rated load for at least one hitch type (and the sling angle upon which it is based); individual sling identification (serial number); manufacturer code/stock number or number of legs (for bridle assemblies).

When putting a lift plan together, you can use the information on the sling tag to determine the best type of sling to use based on the rated load and the sling's capabilities in different hitch configurations and at different sling angles.

When you perform an initial inspection of your slings, always review the information provided on the sling tag. Double-check to make sure the information on the tag matches the specifications of what you ordered and what is required for your lifting application. Also, if you encounter an issue with a lifting sling, you can contact

the manufacturer directly to initiate a repair, or reference the serial number, manufacturer code or stock number to order a replacement piece.

In this article, we'll explain what information is required on each type of sling identification tag, to make sure your lifting slings are marked in accordance with ASME B30.9 requirements.



## Alloy chain sling

### Alloy chain

Each alloy chain sling shall be marked to show name or trademark of manufacturer, or if repaired, the entity performing repairs; grade; nominal chain size; number of legs, if more than one; rated load for at least one hitch type and the angle upon which it is based; length (reach) and individual sling identification.

### Wire rope

Each wire rope sling shall be marked to show name or trademark of manufacturer, or if repaired, the entity performing repairs; rated load for at least one hitch type and the angle upon which it is based; diameter or size and number of legs, if more than one.



## Wire rope sling

## Metal mesh

Every metal mesh sling shall be marked to show name or trademark of manufacturer, or if repaired, the entity performing repairs; rated load for at least one hitch type and the angle upon which it is based and individual sling identification.



## Synthetic rope

Each synthetic rope sling shall be marked to show name or trademark of manufacturer, or if repaired, the entity performing repairs; manufacturer's code or stock number; rated loads for at least one hitch type and the angle upon which it is based; type of fiber material and number of legs, if more than one.



## Synthetic web sling

### Synthetic web

Synthetic web sling identification shall be done by the sling manufacturer but should be maintained by the user so as to be legible during the life of the sling.

If during the course of a synthetic web sling inspection, the user notes that the tag or identification is damaged, missing or illegible, the synthetic web sling shall be removed from service. A replacement

tag is considered a repair, however additional proof testing is not required if the tag is replaced.

Each synthetic web sling shall be marked to show name or trademark of manufacturer, or if repaired, the entity performing repairs; manufacturer's code or stock number; rated load for at least one hitch type and the angle upon which it



## THE AUTHOR



**Mike Close** writes industry blog articles for the Mazzella Lifting & Rigging Learning Center and co-hosts the Mazzella Companies Podcast.

For more information please visit [www.mazzellacompanies.com/resources](http://www.mazzellacompanies.com/resources).



## Polyester roundsling



is based; type of synthetic web material and number of legs, if more than one.

## Polyester roundsling

Each polyester roundsling shall be marked to show name or trademark of manufacturer, or if repaired, the entity performing repairs; manufacturer's code or stock number; rated load for at least one hitch type and the angle upon which it is based; core material; cover material, if different from core material and number of legs, if more than one.

## HP roundsling

Any high-performance roundsling shall be marked to show name or trademark of manufacturer, or if repaired, the entity

performing repairs; manufacturer's code or stock number; rated load for at least one hitch type and the angle upon which it is based; core yarn – fiber type(s) or blend; cover material, if different from core material and number of legs, if more than one.

## Wrapping it up

You could argue that a sling identification tag is the most important component of a sling assembly. Without it, you don't have any frame of reference on the rated load and the sling's capabilities in different hitch configurations and at different sling angles.

If you notice that the identification tag on your sling has become damaged, illegible or is missing entirely, immediately remove the sling from service and quarantine or

“ When putting a lift plan together, you can use the information on the sling tag to determine the best type of sling to use. ”

mark it to discourage further use. Notify a qualified person to inspect the sling and make a determination on if it shall be retired, or if it can be repaired and returned to service.

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# Tower tenacity

The annual

**ACTTOWERCRANE50**

sees slight growth, as the market appears to remain steady in uncertain times.

BY NUMBERS

**TOWER CRANES**

**2,191**

**BRANCHES**

**236**

**EMPLOYEES**

**9,014**



PHOTO CREDIT: CONNELLY CRANE

In the utter whirlwind that has been 2020 thus far, the construction industry has faced many unexpected bumps in the road. Economic indicators once suggested a flourishing market for tower cranes as more commercial projects popped up across the U.S., Canada and

Mexico. No one could have foreseen the impact of the Covid-19 crisis hitting North America in early March. However, despite a global pandemic, growing economic concerns and an upcoming election, the tower crane market is maintaining slow but steady growth as the industry continues to abide and endure in these unprecedented times.

The **ACTTOWERCRANE50** top list reflects this perseverance and development across the industry and also features four first-time participant companies. Many businesses are continuing to see success despite the unstable environment, as fleet numbers climbed solidly.

## Net gain

The list has grown from 2,026 units in 2019 to 2,191 units in 2020, a net gain of 165 units.

With last year's fleets seeing an increase of 85 tower cranes, this year there is a growth of nearly double the amount of units. The 2020 **ACTTOWERCRANE50** features 26 companies with 234 branches and 9,014 employees. Last year's list tallied 24 companies, 250 branches and 8,192 employees.

This year we are seeing a slight decrease in branch locations, possibly due to acquisitions or other business transactions, but a hopeful increase of 822 new employees. Expansions have slowed,

>20

## Largest tower cranes (by capacity)

2020 RANK	COMPANY	LARGEST TOWER CRANE	CAPACITY (MT)
1	Leavitt Cranes	Kroll K1650L	135
2	J.F. Lomma Inc.	Favco M1280	100
3	Morrow Equipment	Liebherr 710 HC-L	64
4	Maxim Crane Works	Wolf 1250B	60
5	U.S. Crane & Rigging	Favco M440D	55
6	Stafford Crane Group	Potain MD1400	50
7	Bigge Crane & Rigging	Comedil CTT 721-40B	40
8	Allied Crane	Jaso J380PA	36
9	ALL Family of Companies (ALL Erection & Crane Rental)	Potain MD 610	32
10	P&J Arcomet	Zoomlion T600	32
11	RMS Cranes	Potain MR608	32
12	Oxford Builders Supplies	Terex Comedil CTL630	32
13	Skycrane Limited	Sun STT-753	32
14	B&G Equipment and Supply	Terex Peiner SK415	32
15	Wolffkran	Wolff 235 B	28

## 2020 ACTTOWERCRANE50

2020 RANK	2019 RANK	COMPANY	COUNTRY	NO. OF DEPOTS	NO. OF EMPLOYEES	SCOPE OF OPERATION
1	1	Morrow Equipment Company	USA	20	332	Worldwide
2	2	Maxim Crane Works	USA	61	3,700	National
3	3	Bigge Crane and Rigging	USA	21	1,059	National
4	4	P&J Arcomet	USA	4	55	Worldwide
5	5	ALL Family of Companies (ALL Erection & Crane Rental)	USA/Canada	36	1,600	National
6	6	Stafford Crane Group	USA	8	140	Worldwide
7	7	Leavitt Cranes	Canada	4	50	Worldwide
8	8	Creative Lifting Services	USA	1	25	National
9	9	RMS Cranes	USA	5	350	Regional
10	NEW	U.S. Crane & Rigging	USA	2	>500	National
11	11	Oxford Builders Supplies	Canada	4	60	National
12	13	Compass Equipment	USA	4	85	Regional
13	NEW	Concrane Equipment	Canada	1	9	Regional
14	10	Bigfoot Crane Company	Canada	2	29	National
15	12	Blue Hat Crane	USA	6	63	National
16	14	SkyCrane Limited	Canada	2	14	Worldwide
17	15	J.F. Lomma	USA	7	180	Worldwide
18	NEW	Rocky Mountain Crane	USA	1	5	Regional
19	16	B&G Equipment and Supply	USA	6	15	National
20	20	Wolffkran	USA	2	7	Worldwide
21	17	Guay	Canada	20	500	National
22	19	Allied Crane	Canada	1	12	National
23	NEW	Ideal Crane Rental	USA	6	100+	Regional
24	21	Custom Service Crane	USA	5	50	Regional
25	23	Crane Tech Solutions	USA	2	25	Regional
26	22	Connelly Crane Rental	USA	3	49	National

but there does not appear to be a notable hiring freeze despite the current climate, as companies reflect an upward growth in personnel.

It is also important to note that the ACTTOWERCRANE50 list continues to be affected by mergers. It will be interesting to see if this trend continues in light of the tenuous economy.

Morrow Equipment continues to maintain the Number 1 spot on our list. Morrow has been at the top of the list since the beginning. This year Morrow logged 571 tower cranes, a slight increase from last year's 568. The company also shows the same number of depots and an increase of nine employees.

Morrow maintains the leading position on the ACTTOWERCRANE50 owning 146 more tower cranes than the Number 2 firm, Maxim Crane Works.

At Number 2, Maxim Crane Works has 425 tower cranes in its fleet, having added 52 units since this time last year. The company has 61 depots compared to 55 last year and 3,700 employees, increasing from 3,615 last year.

The Number 3 company on the list is Bigge Crane & Rigging. The company showed a slight drop in units, recording 215 versus 250 units last year, a decline of 35 tower cranes.

P&J Arcomet has maintained its Number 4 spot with 116 tower cranes in its fleet,



P&J Arcomet erected the first Zoomlion in Philly.

an increase of nine units. Rounding out the top five companies is ALL Family of Companies with 97 tower cranes, up one unit from last year but still maintaining its Number 5 spot. Most companies on the list have increased the number of tower cranes in their fleets.



SENIOR CONTACT	WEBSITE	LARGEST TOWER CRANE IN FLEET	LARGEST TOWER CRANE CAPACITY (MT)	NUMBER OF TOWER CRANES IN FLEET
Peter Juhren, President and COO	www.morrow.com	Liebherr 710 HC-L	64	571
Bryan Carlisle, CEO	www.maximcrane.com	Wolff 1250B	60	425
Weston Settlemier, President & CEO	www.bigge.com	Comedil CTT 721-40B	40	215
Stephen Jehle, President	www.pjarcomet.com	Zoomlion T600	32	116
Michael L. Liptak, President	www.allcrane.com	Potain MD 610	32	97
Patrick N. Stafford, President	www.staffordcranegroup.com	Potain MD1400	50	81
Erick Zampini, Branch Manager	www.leavittcranes.com	Kroll K1650L	135	77
Will Webb, President	www.creativelifting.com	Saez TLS-65	10	59
Dennis Lebsack, Director of Bus. Dev./Tower Cranes	www.rmsscraes.com	Potain MR608	32	53
Thomas Auringer, Owner	www.uscraneriggingllc.com	Favco M440D	55	49
Mike Demelo, VP Equipment	www.oxfordbuilders.ca	Terex Comedil CTL630	32	46
Kelly Hadland, CEO	www.compassequipment.com	Potain MD569	23	44
Ricky Redigonda, President	www.concrane.ca	ENG Cranes ETL253	20	41
Ryan Burton, Managing Director	www.bigfootcrane.com	Potain MDT219 J10	10	41
Henry Volante, Tower Crane Director	www.bluehatcrane.com	Linden Comansa 21LC550	20	38
Jim Howard, President	www.towercranes.net	Sun STT-753	32	34
Frank Signorelli, Chief Operating Officer	www.jflommainc.com	Favco M1280	100	34
Dusty Bitton	www.rockymtncranes.com	Potain MDT 219	10	30
JR Moran, Director of Crane Operations	www.bgequipmentsupply.com	Terex Piener SK575	32	28
Todd Yager, President	www.wolffkran.com	Wolff 235 B	28	25
Jean-Marc Baronet, President	www.gruesguay.com	Terex Peiner SK415	20	24
Derek Kasa, CEO	www.alliedcraneltd.ca	Jaso J380PA	36	23
Robert Kalhagen, President	www.idealcranerental.com	Liebherr 81K.1	18	13
Randy Huffman, Vice President	www.customservicecrane.com	Wolff 8033.20	20	13
Robert Kohler, Vice President	www.cranetechsolutions.com	Jaso J560	24	8
Michael A. Connelly, President	www.connellycrane.com	Terex Peiner SK415	20	6

## Newcomers

This year there were four newcomers on the **ACTTOWERCRANE50**, which contributed to the number of units, employees and locations. U.S. Crane & Rigging participated for the first time with 49 tower cranes in its fleet and nearly 500 employees. Canadian company Concrane Equipment has joined the rankings with 41 units, a tie with Bigfoot Crane Company. Newcomer Rocky Mountain Crane came in just behind J.F. Lomma, with 30 units, and Ideal Crane Rental Inc. with 100 plus employees and 13 tower cranes.

In terms of the tower crane with the highest capacity, after an extensive run

## Disclaimer

Like all of our lists, we work very hard to ensure the accuracy of the information submitted to us. **ACT** and its editors are not responsible for inaccuracies or errors in our top lists. We hope to continually grow this list. If your company has one or dozens of tower cranes in your fleet, you should be on this list. To receive a 2021 survey, please e-mail: D. Ann Shiffler at d.annshiffler@khl.com or Hannah Sundermeyer at hannah.sundermeyer@khl.com.

in the Number 1 spot, J.F. Lomma's 100-metric ton capacity Favco M1280 was bumped to Number 2. Canada-based Leavitt Cranes owns a Kroll K1650L, which boasts a capacity of 135 metric tons.

As always, the **ACT** team made a monumental effort to increase the number of companies on the **ACTTOWERCRANE50** list. We created

a database of close to 100 companies that we know have one or more tower cranes. The problem is getting these companies to realize the value in filling out our survey form and submitting their information.

We will continue to try to get this list to its rightful size of at least 50 companies. A huge round of applause to all the participants who secured a spot on our list.

# A perfect picker

With an extra set of wheels, three-axle RTs offer high capacities and longer reach.

**R**ough terrain cranes in the 130 to 160-ton capacity class offer something extra – two more wheels. Three-axle RTs offer more flexibility, more capacity and easier maneuverability than their two-axle counterparts, according to John Anderson, president, NessCampbell Crane + Rigging.

“These cranes are mostly used on construction sites where the crane frequently moves around the jobsite,” Anderson said. “We also use them on remote jobsites such as cell towers, wind projects and transformer jobs.”

The third set of tires offer a tighter

turning radius, a lower travel height and better stability when walking around jobsites or with pick-and-carry applications, he said.

Demand for this class of crane is typically higher than the conventional two-axle RT.

“The 160-ton and the 130-ton class RTs in our fleet are always in high demand and one of NessCampbell’s highest utilized class of cranes,” Anderson said. “The 160-ton Tadano because of its capacity and long boom lengths and the 130-ton Link-Belts because of their best-in-class capacities along with the cranes being cost effective for our customers.”

Grove, Link-Belt and Tadano are the only players in the 3-axle rough terrain crane market segment, offering 130 to 160-ton capacity units. From Grove is the 165-ton capacity GRT9165, from Link-Belt is the 130-ton RTC-80130 Series II and 160-ton RTC-80160 Series II and from Tadano is the 160-ton GR-1600XL.

“Over the last five years or so, we’ve seen a significant shift in the RT market to the higher capacity cranes,” said John Bair, product manager for RTs, Manitowoc. “While the 100-ton

**Tadano recently delivered its first GR1600XL to ESEASA in Mexico.**



class typically sees the highest volume, the demand is strong and growing for 150-ton and higher capacity cranes. That is why we have introduced our Grove GRT9165, which provides the longest boom and strongest capacities on a three-axle RT carrier. Since we launched this new model, we’ve had strong order intake, and feedback has been extremely positive with the ones that are now on jobsites throughout the country.”

Bair said Manitowoc has delivered several Grove GRT9165s to wind farms where they are used to build the larger crawler cranes as well as perform maintenance.

“Customers have noted the capability to set up an entire crawler crane from one location, which is a significant time savings,” said Bair. “With smaller RT cranes you would have to move and set up the RT crane multiple times when installing the tracks, counterweight and inserts on the crawler crane. With the GRT9165’s boom length and strong capacities, this can potentially do all of this from one location. We have also put GRT9165’s to work in refineries, shipyards and various general construction applications.”

## Operator friendly

“Our models were designed to be flexible and operator friendly,” said Link-Belt’s Kelly Fletcher. He explained that Link-





Belt's six wheel units are not actually a three-axle crane. Instead, Link-Belt's six wheel rough terrain cranes use a hydraulically driven system with wheel end hydraulic motors, thus no axles.

The largest capacity crane in Link-Belt's RT product range, Kelly said the Link-Belt RTC-80160 Series II is quick to set up, simple to operate and offers ease of transport. He said demand has been growing steadily and that these cranes get a lot of work on a variety of jobsites. They have been ideal for shipyard work.

"The six-wheel drive allows you to get out on the piers and work with the longer boom easier," he said. "We were the first with this style of crane and the reception has been strong. While demand for RTs in general has been flat the last couple of years, had it not been for the pandemic, we think we would have seen the same or even better sales this year over last year."

The Link-Belt RTC-80160 Series II has a capacity of 160 tons and features a 6-section boom that reaches from 42.3 to 195.3 feet. Options include a 31 to 55-foot two-piece offsettable fly, a 10 to 31-foot three-piece offsettable fly and three 18-foot extensions plus a 55-foot offsettable fly. Maximum tip height is 278 feet.

Tadano has also had success with its 160-ton GR1600XL. With 200 feet of main boom, the crane has a strong load chart and it has four different steering

## **NessCampbell's Link-Belt RTC80130 works on a dam project in Oregon.**

options for optimal travel in tight spaces. It was designed for low cost of ownership, Tadano said.

## **Cost effective and mobile**

Based in Tampico, Mexico, ESEASA has the largest crane fleet in Mexico. The company was looking for a dependable and versatile rough terrain crane for refinery projects and offshore oil platform construction. The company ended up buying a Tadano GR-1600XL. With its small footprint, long boom and high lifting capacity, the Tadano GR-1600XL offers greater mobility and more cost-efficient transport.

At a width of just 11.5 feet, a boom length of up to 200.1 feet and four steering modes, the GR-1600XL has a hydraulic offset luffing jib that is simple to operate. The cab is capable of tilting up to 15 degrees for optimized operator visibility and safety. The GR-1600-3's weight of 114,270 pounds (51.8 tons without self-removable counterweight and self-removable front and rear outriggers) allows for efficient transportability.

As construction jobs require heavier picks within spaces that get more constrained every day, Nebraska Crane was on the lookout for a strong, high-

capacity crane, but compact enough to easily maneuver in all kinds of job sites. The company purchased a Grove GRT9165. The crane has been working non-stop since its arrival at Nebraska Crane's facility in December of last year, performing maintenance work on wind turbines in Iowa and, most recently, assisting with the construction of a large parking garage in Nebraska, where it is currently setting precast concrete panels.

## **Strong chart**

"We are very pleased with the performance of our new GRT9165. Being a Grove product, it is exactly what we expected," said Ty Noyes, operations manager at Nebraska Crane. "Its strong charts and boom length provide fantastic capabilities in the field. This job at the parking garage, for example, would traditionally be done with a small crawler crane. But we were able to do it with the GRT9165 at a lower cost while adding more flexibility to the job site, as we can move this compact rough-terrain crane around where we need it."

With a 165-ton capacity, the GRT9165 features class leading load charts and a 205 foot six-section, pinned boom. It has been designed for easy transport, with a compact overall height of 12.4 feet. It also has a hydraulically removable counterweight system and outrigger boxes, both of which are fully self-rigging, which eliminates the need for an assist crane during set-up. The new three-axle carrier with hydro-gas suspension on the rear axles provides the ability to adjust the height for transportation, in addition to providing a comfortable ride. ■

## **Nebraska Crane's Grove GRT9165-1 works at a wind farm in Iowa.**







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## BARNHART CRANE &amp; RIGGING

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A double cantilever system was the solution for removing and replacing a 9,600-pound damper around a slew of obstacles.

# Doubling down

**B**arnhart Crane & Rigging often solves challenges that seem impossible. Removing and replacing a 96,000-pound Bellowseal damper at a northern Iowa cement plant gave Barnhart the opportunity to test its toolbox of solutions. Performing this job would mean innovating a new solution.

With slanted sidewalls, there was no room for a conventional crane boom or the ability to drop a hook from above. Numerous overhead obstructions could not be removed, including more than 40 feet of 8-foot diameter stainless ductwork. The approach would require bending around a corner of 180 degrees.

After collaborating with its engineering team, Barnhart asked this question: What if we used a double cantilever system to reach all the way around the corner? Within a short timeframe, Barnhart would use existing tools and fabricate a new tool. The Barnhart Double Cantilever would allow a way to reach completely between two walls and around the corner without the crane boom or hook ever coming close to the interferences.

Coupling Barnhart's Mini Moving Counterweight Cantilever System, (MOCCS) with a custom multi-pick beam configured as a secondary cantilever allowed for a distinctive solution. Via remote control, the Mini MOCCS can safely balance the initial load before lifting. This was paired with a secondary cantilever that was adjusted precisely by chain-fall with the damper sitting safely in its resting place.

Barnhart's lift director conducted a symphony of movements: signaling to cable the crane up while radioing to the Mini MOCCS operator to adjust counterweight remotely and communicating with the secondary cantilever operator to adjust the chain-fall. This was done harmoniously while maintaining level and safe distances until the old damper was gently raised into the air to make its journey out of the plant.

Barnhart tested the concept at its

location in Grimes, IA. They wanted to be sure they had the right team in place and to mock-up the rigging and execution to verify potential hazards and mitigate potential risks. Once the team was 100 percent confident the solution would work, the plan was put in motion.

On the day of the lift, Barnhart's team conducted a pre-lift safety meeting. They walked through the process, discussed the approach and addressed potential problems. Full PPE was assured.

Barnhart's 275-ton capacity GMK 5275 all-terrain crane and the double cantilever method were put to work under the direction of a single lift director coordinating all operations. Safety was always top of mind.

## Swivel solution

Components were rigged with swivels to allow for articulating and to bend around a corner for both extraction and installation. Barnhart worked with the damper manufacturer to engineer and install a safe lifting point.

A custom multi-pick beam was utilized as the secondary cantilever. The system had to reach under the slanted sidewall, over the ductwork, between the buildings and around the corner. It glided effortlessly through the air to make its initial connection and lift. Due to the tight corner and tolerances, it eventually



became a blind lift for the crane operator.

The old damper was removed and lifted above the existing ductwork while the rigging and operations crew worked in concert. Catwalks were used for access and to maintain safe distances from objects overhead.

And then this all happened again, in reverse order, to install the new damper. Carefully negotiating all the same obstacles, the team reinstalled the new Bellowseal damper.

Barnhart successfully designed a method that eliminated the need to deconstruct a significant number of components and obstructions, completed the project in a tight window of time and saved the plant a lot of money. The dampers were removed and replaced in one 10-hour shift. The customer presented the project at its maintenance and operations meeting and won an award for innovation and expense management.

Barnhart's core values were on full display, with safety leading the charge. This job completed without incident in a facility governed by MSHA guidelines. ■





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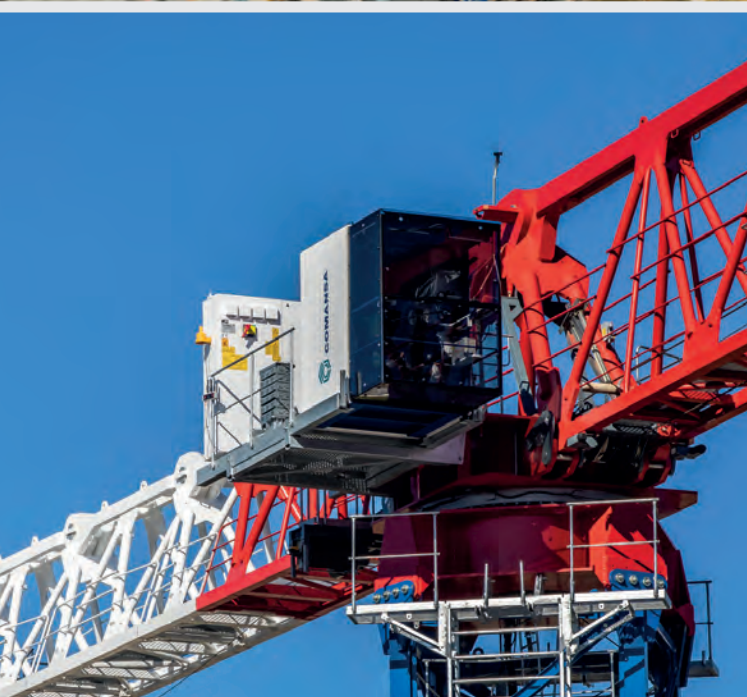


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## OXBO MEGA TRANSPORT

Oxbo lifted and installed a 300-foot pedestrian bridge using two complicated lift and move systems.

# Trestle wrestle

**T**he new Grand Avenue Park Bridge in Everett, WA was a win-win situation for the Puget Sound-area community. The \$20 million project involved the placement of new stormwater and sewer pipes that will prevent flooding, and the new truss is also a pedestrian bridge that provides convenient access from across Grand Avenue Park to the waterfront.

Oxbo Mega Transport Solutions was contracted to lift and install the 300-foot-long pedestrian bridge that weighs almost a million pounds. There were many challenges to installing the steel structure including an extremely tight jobsite with high voltage power lines, installation of the bridge over live Burlington Northern-Santa Fe Railroad tracks and ground conditions that required analysis and remediation. Other challenges included a nearby restaurant building in close proximity to the jobsite and the seawall location.

Placing the 500-ton bridge that is about the length of a football field in a harbor area required a comprehensive plan that started with ground and soil assessments to assure stable ground conditions for the stand jack lifting towers and the SPMT systems that would be used to position the bridge and lift it into place, on one end a foundation built into the hillside and the bridge tower support on the other end. Planning started in July of 2018 and the project was completed in October of 2019.

Ground stabilization included dredging and filling with road fill and fine-grained sand. The groundwater level also had to be assessed and recent rains delayed the start of the bridge installation for a couple of weeks. A cribbing system was designed to be placed under the four strand jack lifting towers. The cribbing system included steel plates, railroad ties and additional wooden cribbing. Ground contact pressure had to be assessed and monitored.

Oxbo's crew worked with the contractor team to develop a plan for picking up the bridge, loading it onto a sophisticated 176-tire SPMT system, moving it to the lifting



towers where it would be lifted to a height of 36 feet, building a cribbing system on a reformatted SPMT system underneath the bridge, lashing the bridge back to the cribbing and SPMT system and then moving and rotating the bridge again to be installed on its foundation on either side of the roadway.

On the weekend before the move, Oxbo crews began constructing the cribbing and the strand jack lifting tower systems. Two beams between each set of towers were designed to hoist the bridge structure up to the designated height.

### Complicated lashing

The SPMT was driven underneath the steel bridge that was sitting on jacks on the west side of the roadway. The truss was lashed to the transporter using lashing chain, shackles, turnbuckles and binders and nylon steel slings. The SPMT drove the transporter to the middle of the road so that the lift towers could be constructed. The lifting beams were placed between the two southern and northern towers. The SPMT then positioned the bridge between the two lift tower beams where it was lifted up 36 feet. The SPMT system below the bridge was then reconfigured and a lift stack cribbing system was built to support the lifted bridge.

The Goldhofer PST-SLE SPMT system

was rigged with an Oxbo lift stack, or truss crib stack. Lift caps consisting of additional cribbing were at the top of the lift stack. The bridge was lashed to the top caps on the two-file SPMTs. Once the bridge was fully placed on the lift stack on the SPMT, the south strand jack tower was disassembled.

The bridge was then painstakingly rotated to a 90-degree angle to the highway, a very tedious process due to the tight jobsite conditions, power lines and the railroad below. There was also a restaurant building that needed to be avoided.

The SPMT system then continued the bridge's journey to the east, at last placing the eastern end of the bridge on its foundation that had been built into the hillside. It was then bolted and lashed to the foundation. Next, the southern end of the bridge was lifted and secured on the bridge tower.

Bearings that were built into the bottom of each bridge end section were slid and locked into place on the hillside location and on the bridge tower support. The truss was then bolted into place.

The project was firm fixed price and Oxbo was subcontracted to Interwest Construction. Oxbo subcontracted part of the equipment rental, engineering and labor to Nordholm Companies.

There were no recordable injuries or illnesses.

## BARNHART CRANE &amp; RIGGING

**RIGGING**  
\$750,000  
to  
\$2 MILLION

# Sticking it!

Removing and replacing two feedwater heaters at a nuclear power plant was a success at all angles.

**R**emoving and replacing feedwater heaters (FWHs) in a live nuclear plant presents some heady challenges. After a six-year delay, the BWR nuclear power plant in Georgia called on Barnhart Crane & Rigging to achieve this monumental task.

The Alpha and Bravo 8th stage FWHs were in the basement of the turbine generator building. The critical path project was scheduled during a 30-day refueling outage.

For engineering purposes, the plan would revolve around the larger replacement FWHs that were 44 feet long, 9 feet wide weighed 143,000 pounds. The old heaters were on a 112-foot elevated floor that was congested with columns, piping, conduit, unlevel flooring, drains and a recessed machine track. The FWHs would need to travel through the building and be lifted and through the equipment hatch to a 164-foot elevation turbine deck. There was not a straight or clear travel path.

The hatch opening – 36 feet long by 11 feet wide – wasn't large enough for the heaters to be removed in a horizontal position. A turbine steam pipe was in the way, making the lift window smaller. The heaters would need to be tipped at an angle through the hatch.

Using scanning data, a dimensional window for the travel path was created. At the hatch opening, there was one inch of clearance on each side of the heaters. The heaters would have to be tipped at steep angles to avoid interferences.

Due to OEM warranty restrictions, the new FWHs could not be tipped to an angle greater than 69 degrees. Due to the headroom and the rigging angles, standard rigging practices for tipping with chain hoists became problematic due to the redundant rigging procedures required.

Using CAD modeling, it was determined that Barnhart's 150-ton capacity Tipstick was the solution. It has a movable lifting point that allows it to balance and rotate a load from a single hook. Knowing the plan would undergo heavy scrutiny, Barnhart

executed a mock-up of the lift.

Using a concrete-filled vessel with additional counterweight, a functional load test was performed to test 125 percent of the load weight for the Tipstick.

## Trial run

The mockup was performed at Barnhart's Port of Memphis using its 1,250-ton capacity derrick crane and a 70-foot tall scaffolding structure that replicated the hatch opening. They used one of the actual replacement heaters for the mockup, which assured that the Tipstick could function at the set angles. The Tipstick had never lifted and tipped this much weight to a 65-degree angle. The mock lift was executed in 10 mph winds without a bump.

The job began with 50-ton jacks raising the heaters to install a 100-ton lite slide track system. The FWHs were skidded about four feet to the north, the fronts jacked up to transition from the slide track to the powered roller saddle. The steerable roller system with a bolster plate allowed the front of the heaters to maneuver around the columns. This process was repeated to transition the tailing end of the heaters and maneuvered to the equipment hatch.

The old FWHs were staged under the hatch, waiting to be lifted out.

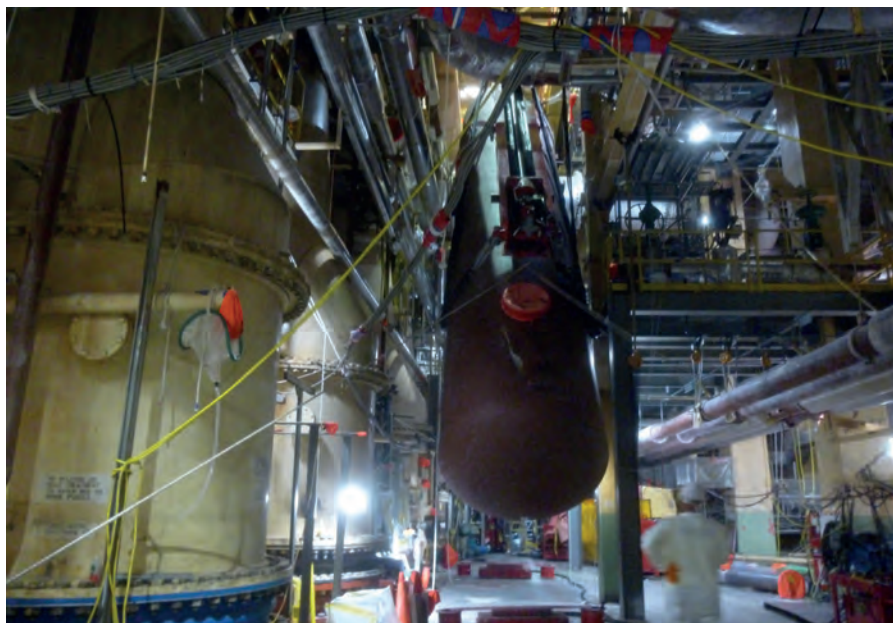
Inclinometers were monitored closely to confirm the rigging and tipping angles. Once leveled to a horizontal position, the overhead crane transported each FWH to a bay opening and lowered it to a Goldhofer trailer.

The larger replacement heaters were installed in reverse order. The process to go from a horizontal position to a 65-degree angle took about 20 minutes. The tipping operation from a horizontal position on the turbine deck to the horizontal position in the basement took an hour and 15 minutes.

Because the new FWHs were larger, this is where the one inch of clearance came in. Tag lines and spotters kept the heaters clear of obstacles. After arriving to their machine track locations, the heaters were jacked up and lowered to their rough-set positions.

The innovative bolster plate for the 100-ton slide system allowed the heaters to pivot while maneuvering on the steerable powered roller saddles. The extension plate was bolted to the jack stands, providing support, much like training wheels on a bike. The overhead crane operator, Tipstick operator and flaggers communicated using Telecom headsets. Crews were in full dress-out PPE.

The customer scheduled 30 shifts for the job. It was finished in 24 1/2 shifts. The result was zero safety incidents and a happy customer.





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**FAGIOLI**



With safety at the forefront, Fagioli removed huge concrete sections of the Morandi bridge in Genoa, Italy.

# Tedious demolition

**O**n August 14, 2018 a 688-foot section of the Morandi bridge collapsed in Genoa, Italy. Fagioli was contracted to engineer the demolition and removal of the unsafe steel and bridge sections and piles from the old viaduct. Fagioli would use a bevy of equipment: strand jack and tower lift systems, 28 axle lines of SPMT, two 600-ton crawler cranes and three other cranes, a gantry lifting system and modular trailers. The fast track project started in February 2019 and finished in July.

The first central bridge section to be removed weighed 916 metric tons and measured 36 by 18 meters. It was removed using two strand jack systems. The jacks used for the lowering operation were positioned onto cantilever beams provided with four additional strand jacks to balance the whole structure. Two support beams were transversally positioned underneath the western and eastern bridge pylons to anchor all the lifting/lowering structure. On the eastern bridge pylon another structure was positioned at the top end of the bridge with two additional strand jacks with counterweights with the task of providing a counterbalancing action during the lowering.

The 916-ton bridge deck was lowered by a strand jacking system at a speed of 5 meters per hour. Following the same procedure – positioning of the counterweights and strand jacks; removal of deck constraints such as fixed and mobile joints; lifting action of the beam by a few centimeters; cutting operation with diamond wires – the remaining beams (weighing from 850 to 916 tons) were lowered by the strand jacking system over the next two months. Each section was taken away by Fagioli SPMTs.

## Crawlers dispatched

In March, Fagioli dispatched five cranes to the jobsite. The two main cranes were Demag CC-2800 crawlers in SSL configuration.

Asbestos slowed operations and cutting was subjected to irrigation of water that was collected and analyzed. Asbestos danger thresholds were never exceeded.

Demolishing the V-shaped piles required boring holes for the passage of slings. Pillars were sectioned to two-thirds of their height by oblique cuts to allow them a rotation towards the outside and make the lowering by crane easier. Once the piles were removed, the beams were cut into sections and the strand jack system

was used to lower them for hauling away.

Dust mitigation was necessary and functional tests were made to assure the exact positioning of the explosives to obtain the expected kinematic motion.

For planning purposes, the viaduct was divided into two sections. On the west side, there were a series of eight piles with inclined “V” shaped columns embedded at the base. They had an average length of 36 meters and a height of 45 meters. To the east side there were two large cable-stayed piles with cantilever spans, 180 meters long and 90 meters tall.

To remove these piles, three pairs of Fagioli lifting towers were erected, two for each pile and each 50 meters tall, positioned on cast concrete foundations. The lifting towers temporarily supported the three cantilever beams of the piles from below, in the event of structural collapse of the stays. The lattice lifting towers and beams were designed for two load combinations: the first called “service,” with loads imposed by the hydraulic system on the concrete structure equal to 600 tons per pair of towers (load not factored), and the second called “exceptional” with loads imposed on the hydraulic system from the concrete structure equal to 2,400 tons per tower pair (load not factored). To increase precision and monitor the load transmitted to the reinforced concrete structure, a reading system with load cells was developed. The Fagioli Loadcells Reading System had an accuracy of 0.5 percent and was monitored 24/7.

Operations were executed under huge media pressure and constant government oversight. Safety was the most demanding aspect, considering the poor conditions of the remaining bridge sections and the asbestos. Engineering required hundreds of drawings and calculations. There were zero accidents or incidents.

The new bridge, designed by Architect Renzo Piano, is being built in the same location.

## TRANSPORT WATSON

HAULING

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160,000  
Pounds

# Holiday haul

After months of preparation, surveying and permitting, Transport Watson completed the successful winter transport of two air dryers to a new paper mill.

In May 2019, Transport Watson was contracted by a Swedish-based company to transport equipment to a new paper mill that was to be built near Sherbrooke, Quebec. The scope of the work included receiving two gigantic air dryers from a ship hook and transporting the 155,000-pound “monsters” to the new Kruger Tissue plant. With dryer dimensions of 135 feet long, 16 feet wide and a height of 17 feet, Transport Watson quickly realized that this project would require months of preparation. Initially, the customer’s request was to perform physical route surveys from the Port of Valleyfield and the Port of Cote-Saint-Catherine in Quebec. However, an expert concluded that these two ports of entry were not accessible, and the shipping agent was instructed that another port of arrival was to be used.

As the nearest port of entry upstream before Valleyfield, the Port of Bécancour was proposed because of its strategic cargo handling capacities. With 35 feet of water depth through five different docks, Bécancour serves as a great alternative to the U.S. East Coast and has direct derrick capacity from ships’ tackle.

On September 3, 2019, a 291-kilometer survey from the Port of Bécancour to the site entrance in Brompton Ville, Quebec was completed. On this route, Transport

Watson highlighted 13 structures that would need to be inspected for structural capacity. Authorities then asked that an additional 75 culverts be added for inspection. The green light was given for a complete engineering inspection of all 88 structures. The Transport Watson permit department began asking for permission from every village, city and territorial district authority and more than 20 authorization letters were sent.

## Bump in the road

On November 12, the team was completing what they believed would be the final report. However, the city of St. Louis de Blanchford informed Transport Watson they were reversing their decision to grant access to their territory. At this stage more than half a million dollars had been spent in reports, structure analysis and utility relocations. The next day, boots were back on the ground to find another suitable route for the convoy. Between November 17-30, CIMA+, an external engineering firm, performed an inspection marathon on the second route. A grand total of 367 structures were physically inspected; 27 of them required a more complete analysis from the engineers. As a result, three culverts had to be jumped and protected during transport. On December 1, CIMA+

released an impressive 5,794-page report to the Ministry of Transportation for final approval of the routing. The permits came in on December 17 and the team planned for a departure on December 19.

The biggest challenge for this project was navigating the immense trailer configuration on back country roads and through small towns and villages. More than 300 wires were lifted. Due to the cargo dimensions and the narrow roads, bucket trucks could not safely pass the convoy to get to the next cable lift. The utility companies dispatched a huge number of technicians to help. Transport Watson appointed SolTech, a heavy transportation consultant, to manage and coordinate communication between all the entities involved.

For the first time in Quebec, the project was required to include a construction signal team. The Ministry of Transportation added a salting truck and a snow plow to lead the convoy of 75 flashing vehicles.

On December 19, after the safety meeting, the operators, drivers and technicians waited for 9 p.m. to hit the road. The plan was to make it halfway to the site on the first night. Around 5 a.m. both Through Air Drying (TAD) rolls were left in a secured yard. The plan was to continue on December 20th, but a storm prevented departure. On December 21, 2019, after 18 hours of driving, months of planning and more than \$1 million of accessorial fees, the cargo was delivered safely to the Kruger site, just in time for everyone to celebrate the holidays.





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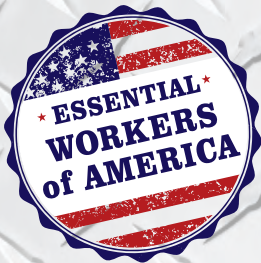
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## EMMERT INTERNATIONAL

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# From port to plant

**E**mmert International was tasked with transporting one FT reactor from Houston, TX to Sparks, NV. The FT reactor was to be transported to a bio-fuels plant responsible for making low carbon, low-cost transportation fuels from household garbage.

The route from Texas to Nevada needed to accommodate the 279-foot long, 18-foot wide, 16 foot, 10-inch-high and 777,725-pound load with a trailer length of 145 feet. Permit requirements along the proposed states of travel and the concentrated weight of the reactor on the trailer were taken into consideration in order to choose the proper transport trailer configuration for transport from ship to foundation. The configuration would need to utilize a weight distribution system to spread the heavy load evenly.

After working with Texas, New Mexico, Arizona and Nevada, and inspecting over 3,700 miles of roadway, a challenging, but passable route was selected. When a final route was obtained, Emmert was on its ninth reroute within the state of Texas alone.

It was established early on in the permitting process that there was a very narrow window to move the load out of the port due to the pending road construction near the port. While waiting for the ship, activists were on site protesting the use of fossil fuel. The protests closed the entrance to the port and backed up ship channel traffic for five days.

Once traffic reopened, the 88-foot, 11 inch long, 15-foot, seven inches wide, 12-foot, 9-inch high and 429,901-pound FD reactor arrived by ship at the port. The reactor was discharged via the ship's onboard crane and lowered onto Emmert's pre-stage transporter. Prior to loading, Emmert International's field group placed

engineered load spread beams and steel crane mats on the trailer deck to distribute the load evenly throughout the 16 axle lines of the CA/THB dual lane Goldhofer.

### Precise positioning

Setting the FT reactor on the trailer without striking the bottom of the reactor against the center of the trailer was a challenge. Weights were removed as the load was transferred onto the trailer from the crane hook. Once positioned on the transport system, Emmert's team lashed and secured the reactor and weighed each axle to ensure the weight was equally distributed.

Due to the protesters causing a shipping delay, road construction along the first mile of the route had already started and was impassable for a transporter of this size. The construction company reviewed Emmert's plans to remove jersey barriers and install steel plates and mats in vital areas to allow passage. One of the main obstacles was the demolition of the roadway where one side was two feet lower than the other side and a four-foot-wide section of the road was missing. For

several hundred feet, Emmert combated this with laminated mats, crib blocks, steel road plates and composite matting to ensure the transport would stay on the center of the road without falling into any of the holes.

Emmert began transport in the evening with a timeframe of two hours to pass a one-mile construction zone, allowing for only six inches of clearance on either side of the transporter. With all of these requirements, the convoy completed over 100 miles per day, and as many as 250 miles per day in less populated areas.

Emmert's team then entered a mountainous region and the team was faced with harsh weather, including snow and poor road conditions. This section of the also route included 6 percent grades and required up to three trucks at a time pushing and pulling in constant communication to stay synchronized through the hundreds of miles of mountainous and snowy conditions, as well as platting many turns.

The location of the reactor foundation was in the back of the plant, requiring the Emmert team to execute a safe final leg of the transport while not shutting down any of the other plant operations. Turns and obstructions in this area required switching lead ends of the transport trailer several times. It was also necessary to raise leading and trailing axles to pass over obstacles, to navigate back to the final offload position.

Emmert's team navigated the plant process equipment around tight turns and obstacles without incident. The team logged 40 engineering man hours, 336 logistic man hours, 1800 field man hours, 2,176 total man hours and there were no accidents, injuries and/or damage to any equipment.



## OXBO MEGA TRANSPORT

HAULING  
Moving

Oxbo Mega Transport Solutions transported 290 wind components to a ridgeline wind project in Oklahoma, facing grades of up to 25 percent.



# Hilltop windfarm

In May 2019, Oxbo Mega Transport Solutions was contracted by RES America to transport 290 wind components to a ridgeline wind project in Oklahoma. Grades were up to 11 degrees. Navigating unexpected elements and treacherous terrains, the team utilized several different hauling methods to complete the project.

At Wild Horse Mountain in Clayton, OK, Keith Settle, CEO of Oxbo, was handed the plans for the turbine project. A third party over-the-road (OTR) company would deliver the components 10 miles up to a second staging area, where the cargo would then be craned onto Oxbo's equipment to be delivered the rest of the way to the pad sites.

The elevation change from the project entrance to the 10-mile yard was 128 feet, which made it accessible by OTR trucks. From the 10-mile yard to the Pad Site 29, there was an initial elevation change of 787 feet in the first 1.25 miles. To access Pad Site 1 from Pad Site 29 required the equipment to traverse another 6 miles through four more valleys with inclines of up to 20 percent, and elevation changes averaging 650 feet in each valley. The 16-foot wide road had many sharp corners and steep dropoffs as it made its path through the 100-foot tall mountain trees. One-hundred and eighty degree switchbacks were common along the route, making pullouts for passing few and far between.

The 29 turbines consisted of 10 pieces of cargo each: six tower sections, three

blades and a nacelle. The base sections were 32 feet long and weighed 150,000 pounds. The M1 section was 29 feet long and 135,000 pounds. Both pieces were handled by Goldhofer 12-line THP-SL trailers. The next was an M2, which was 35 feet long and weighed 109,000 pounds. The M-2s would go on OXBO's Faymonville Highway Z-9. M-3s clocked in at 58 feet long and weighed 134,000 pounds. The M-3s would be loaded on a Scheuerle 9-axle stretch trailer. The last two sections were M-4s and tops, which were both 87 feet long and weighed approximately 120,000 pounds. The M-4s and tops were loaded on Goldhofer THP-SL trailers with 18 axles lines each.

## Blade lifter debut

The nacelles would arrive at the 10-mile yard in two pieces and then be assembled together with the hubs to become 50 feet long and weigh 425,000 pounds before they were loaded on Oxbo's 12-line Goldhofer THP Add-drive platform trailer. The THP Add-drive worked well on the steep grades. The 67-meter blades weighed in at 35,000 pounds.

Oxbo became the first company in North America to utilize the Goldhofer FTV 500 blade lifter technology, which was necessary for the route's sharp corners and high treetops. The FTV 500, when combined with the Goldhofer THP-SLE, gave Oxbo the ability to lift the blade up to 60 degrees and also rotate it in a clockwise or counterclockwise manner. The blades were loaded in a flat direction along with

300,000 pounds of counterweight to help stabilize the trailer.

Settle credits retired U.S. military vehicles to the company's success overcoming grades and the changing terrains. Oshkosh eight-wheel drive trucks were the ticket for going up and down the hills. The hills were steep enough and the roadbed unstable enough, that even the SPMTs needed tow assist when loaded, despite being weighted with 300,000 pounds of ballast.

Frequent days of 105-degree summer heat, dust, lightening and torrential storms were frequent in this area. With up to 10 inches of rainfall in 24 hours, the storms would shut down the job until the civil crew rebuilt roadways that had been completely washed away.

Despite all of the challenging elements and rough terrains the Oxbo team faced, the versatility of the SPMT systems and the blade lifter proved to be invaluable for safe passage and precise placement of the blades. Utilizing the electronic steering capability of the SLE trailers combined with the blade lifter technology, the Oxbo team was able to turn the blades at the pad sites and precisely place them wherever they were needed to allow the cranes to safely pick and place the cargo.

This intricate wind power project commenced in June 2019. While it was planned to be a six to eight-week project, it finished on October 25, in about 20 weeks. There were 13,500 labor hours logged and no incidents. ■



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1 of 2 – Manitowoc 4100W S2  
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## ADDITIONAL ENTRIES

The 2020 SC&RA Job of the Year contest showcased incredible rigging and transport feats.

# Bringing the heat

One might compare the Job of the Year contest to SC&RA's own Super Bowl. Each year, the event attracts some of the most impressive projects the industry has ever seen – all in the spirit of friendly competition. Because of the Covid-19 crisis, the contest was delayed due to the cancellation of the SC&RA Annual Conference. But that didn't make this year's entries any less spectacular. The contest was a showcase of engineering and rigging feats and a full spectrum of innovation. An excellent judging panel was convened and the contest was held via a Zoom call in July. It went off without a hitch.

Below ACT has detailed the jobs that didn't achieve the JOY trophy, but were winners nonetheless. Be sure to keep an eye out for site reports detailing these amazing jobs in upcoming issues of *American Cranes & Transport* and our sister publication *International Cranes & Specialized Transport*.

## RIGGING Under \$150,000

**EMMERT INTERNATIONAL** offloaded two boilers from a facility in Abilene, TX. The carrier that was hauling the boilers needed to be offloaded on arrival. Once the hauling equipment was clear, Emmert's gantry was reconfigured to perform a roll and a lift maneuver. The gantry lifted the boiler up and up righted each unit to where it was standing in a vertical position.

## RIGGING \$150,000 to \$750,000

**BARNHART** was subcontracted by American Hydro Corporation to remove and replace a roto at a hydroelectric station that weighed 1.2 million pounds. The project began in November 2018 and was completed September 30, 2019.

**BRAGG COMPANIES** was contracted to remove and replace one 175-ton capacity overhead bridge crane trolley in a 100-year-old power house. Turn key modernization work included removing existing and installing new upgraded catwalks, mechanical and electrical systems.

**HWP RIGGING** provided insights, expertise and engineering to streamline and expedite the construction of a new pedestrian walk bridge connecting two high-rise buildings located in metropolitan St. Louis, MO. The walk bridge spanned approximately 90 feet between two buildings and weighed close to 125 tons.

**TRANSDATA** was tasked with the transport, erection and positioning onto foundation of "Echo" sculptures by Richard Serra. This art installation was composed of two steel frames measuring around 18 meters high and weighing 77 metric tons each. The project involved Serra's only work of art in Latin America and was especially challenging to provide engineered solutions due to the complexity of the path, fragility of the frames and confined storage space.

## RIGGING \$750,000 to \$2 Million

**SUPERIOR CRANES** developed a solution to remove and replace a Sulfuric Acid

Absorber tower and a Sulfur Furnace at a chemical plant for Turner Industries. They had met with other crane companies but didn't get the answer they wanted. Turner and their customer wanted to remove the vessels as a whole to limit plant down time. The other companies would not attempt this strategy. After meeting with Turner and their customer onsite, the Superior Crane team devised a plan that would achieve the customer's goals safely and efficiently.

## RIGGING Over \$2 Million

**BARNHART** rigged and replaced three Feedwater Heater Tube Bundles at a nuclear plant. The project began on January 28, 2019 and was completed March 25, 2019.

## HAULING Under 160,000 pounds

**EMMERT INTERNATIONAL** transported a Cryomodule from Argonne National Laboratory to Fermilab. The Cryomodule, which measured 20.3 feet long, 6.6 feet wide, 6.6 feet tall and weighed 18,600 pounds, is part of a multi-year multi-million dollar design and construction effort and is a critical project component. The Cryomodule is an extremely delicate device requiring extreme care in transport.

Superior Cranes lifted and placed two huge components at a chemical plant.





#### OXBO MEGA TRANSPORT SOLUTIONS

transported two identical vessels that were 16 feet in diameter by 45 feet long and weighing 156,000 pounds. The vessels were hauled from the fabricator in Newberg, OR to the Hanford Nuclear Containment Site in Tri-Cities, WA. Planning started in July 2018 and was completed in March 2019.

#### HAULING

160,000 to 500,000 pounds

#### OXBO MEGA TRANSPORT SOLUTIONS

was contracted to transport 1 E-house building 22 feet wide by 75 feet long by 17 feet tall and 225,000 pounds from Vancouver, WA to Chandler, AZ. Initial planning for the project started in January of 2019 and the contract was completed in May of 2019.

**ACE HEAVY HAUL** transported a 215-foot long, 628,000-pound Yankee Dryer Roll



**Berard off-loaded and transported two bulk material E-Cranes.**

319 miles from Erie, PA to Lock Haven, PA. The job required more than 2,000 hours of engineering and permitting, along with numerous route surveys.

#### HAULING Moving

**BERARD** faced the difficult task of loading out two bulk material E-Cranes and two bulk material hoppers in Corpus Christi, TX and transport them via barge to the south central Louisiana. What would

be a normal load out was made more challenging because the cargo was situated on a narrow pier/rail system.

**FAGIOLI** transported four 80-meter long bullets from Italy to Croatia. Fagioli executed the load out and ballasting operation onto a dedicated barge by means of lashing the bullets to SPMTs in several configurations in order to manage the correct positioning. Two bullets weighed 460 tons and the other two weighed 350 tons. Once in position they were transported via sea to Croatia. ■



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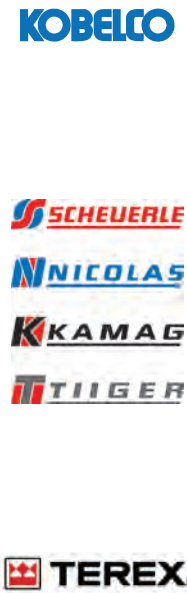




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## DIAMOND [\$25,000+]



# Power hungry

A quick look at some of the latest diesel engines designed for cranes.

**A**merican Cranes & Transport presents its annual roundup of the latest diesel crane engines in development or now on the market.

## Kubota S7509

Unveiled at ConExpo 2020, Kubota has commenced development of its large displacement industrial diesel engine, the S7509, which will further expand the 09 series.

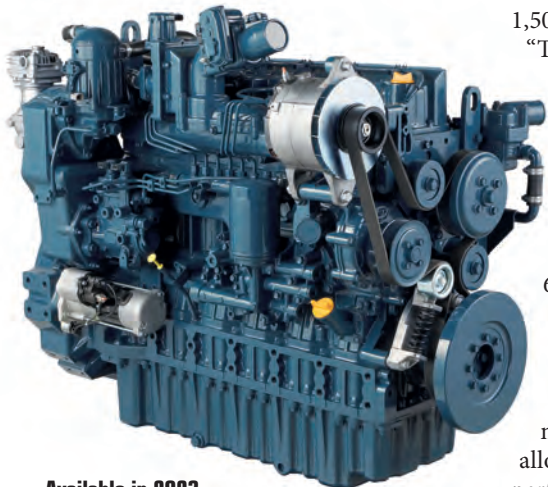
The compact 7.5 liter, 6-cylinder engine boasts low fuel consumption with its optimized, direct injection combustion system, Kubota said. It provides 100 percent power take-off at the flywheel and fan side, as well as selection of flywheel housing and flywheel for OEM coupling.

Kubota said the S7509 provides great versatility because the exhaust side auxiliary PTO takes up to two hydraulic pumps in addition to the intake side PTO. The engine also features one-side easy maintenance, an automatic belt tensioner and hydraulic lash adjusters.

"The versatility and ease of maintenance features in an efficient power-dense package makes the S7509 a natural choice for the crane OEM," Kubota said.

Mass production of the S7509 will begin in 2023.

Available now is Kubota's 210



Available in 2023, the Kubota S7509 engine was designed for versatility and ease of maintenance.

horsepower, award-winning V5009 engine, which expanded Kubota's diesel lineup, providing an additional solution for manufacturers' industrial engine needs. The V5009 expands on the performance and reliability associated with Kubota's entire engine lineup. As the world's leading engine manufacturer of compact diesel engines below 100 horsepower, Kubota's larger, more powerful engine shows attentive commitment to client requests, calling for higher outputs, the company said. Both the S7509 and V5009 are EPA Tier 4 Final and Stage V certified.

## MAN D4276

Last year, MAN Engines launched its new straight-six engine, the D4276, with 142 mm bore and 170 mm stroke. This power unit has been developed specially for applications that demand high power with full power operation at up to 70 percent of the duty cycle, the company said. It delivers its maximum torque of 3,280 Nm at speeds as low as 1,100 rpm and maintains a constant torque up to 1,500 rpm.

"The straight-six engine offers not only high torque but also an impressively high power-to-weight ratio," MAN said. "With a dry weight of just 2,822 pounds, it is one of the lightest engines in its displacement class, and delivers an output between 450 and 515 kW (604 and 690 hp) depending on its power stage."

Despite the large displacement and the resulting power, the 16.2-liter engine has the compact installation dimensions (1,464 mm long by 978 mm width by 1,131 mm height). This allows designers the freedom to achieve perfect integration of the engine into the machine, even in complex installation situations.



The MAN Engines modular exhaust gas aftertreatment has been configured to suit the requirements of the 16.2-litre unit.

The D4276 is used in mobile cranes, mining trucks and large excavators. The MAN Engines modular exhaust gas aftertreatment has been configured to suit the requirements of the 16.2-litre unit.

To fulfill US EPA Tier 4 exhaust gas regulations, the D4276 relies on a SCR (selective catalytic reduction) system that is combined with a water-cooled exhaust gas recirculation (EGR) system. For the EU Stage V standard, two DOC/DPF modules (diesel oxidation catalytic converter/diesel particulate filter) are being added. For countries with less stringent requirements, emissions downgrades to EU Stage IIIA/IIIB are available.

## Isuzu 4h, 6U and 6W Series

Isuzu is proven in supplying

MTU now offers the Detroit DD5 and DD8 engines for construction and industrial applications requiring on-road GHG'17 or upcoming GHG'21 emissions certification.







**Isuzu engines have a 5-year or 5,000-hour limited warranty which support Isuzu's product reliability for over 100 years, the company said.**

engines to power the crane market for years and is ready and poised to serve North American manufacturers with highly respected 4H, 6U and 6W-Series diesel products, the company said.

All of these engine series are US EPA Tier 4 and European Stage V ready for OEM or replacement crane applications. Isuzu engines have a 5-year or 5,000-hour limited warranty which support Isuzu's product reliability for over 100 years. The 4H-Series can be a 5.2L or 7.8L diesel engine with 173hp or 282hp.

"The 6U-Series is a 9.8L diesel engine with 362hp and the 6W-Series product boasts a 15.7L engine with 512hp. These engines are branded as Isuzu REDTech for their reliable, eco-friendly, durable and technologically advanced performance in the most demanding applications," Isuzu said.

### MTU platform

The full platform of MTU engines meets both EPA Tier 4 and EU Stage V emissions requirements. These engines are also available in variants that meet the GHG'17 and upcoming GHG'21 on-road

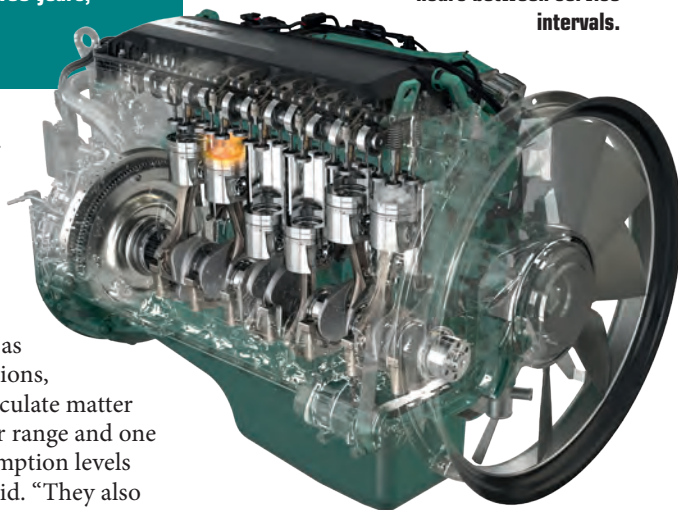
emissions requirements.

"Based on the proven Mercedes-Benz and Detroit engines used in on-highway applications, these engines are optimized for use in cranes as well as other industrial applications, offering the lowest particulate matter (PM) levels in the power range and one of the lowest fuel consumption levels on the market," MTU said. "They also provide higher torque, a wider power range, and extended oil change intervals compared to the prior Tier 4 versions. In addition, MTU products and systems are fully backed by customized life-cycle support solutions, including optional extended warranty options."

The Dual Certified platform offers power ranges from 154 to 228hp for the 5.1L 4R1000 up to 510 to 644hp for the 15.6L 6R1500 engine. The engines are currently being sold to customers in Europe and in North America.

In addition to the Detroit DD13 and DD16, MTU now offers the Detroit DD5 and DD8 engines for construction and industrial applications requiring on-road GHG'17 or upcoming GHG'21 emissions certification.

With the DD5 providing 240hp (5.1L) and the DD8 offering 375hp (7.7L), they are the first on-road certified engines in this power range offered by MTU, the company said.



**To maximize uptime, most Volvo Penta industrial engines can operate for 1,000 hours between service intervals.**

diesel engines from 5 to 16 liters with horsepower ratings from 141 to 690 for cranes.

Volvo Penta's Tier 4F solution uses selective catalyst reduction (SCR) together with a light exhaust gas recirculation (EGR) system, which meets the Tier 4F requirements without the use of a diesel particulate filter, eliminating the need for periodic disruptions for regeneration, the company said.

The Volvo Penta engines with SCR also have lower cooling demands, enabling the use of a smaller radiator package.

Volvo Penta's engines are designed and developed for long-term performance and world-leading fuel efficiency, yielding the industry's lowest total costs of ownership, the company said.

To maximize uptime, most Volvo Penta industrial engines can operate for 1,000 hours between service intervals. Productivity can be increased by using Volvo Penta's Oil Analysis service, the company said.

Volvo Penta's optional easy-to-install Start/Stop technology reduces fuel consumption, noise and exhaust emissions by turning itself off when idling and restarting on demand. The result is extended engine life and reductions of up to 15 percent in fuel consumption.

An optional 4.3-inch color display gives the operator fingertip control and shows all vital information at a glance, including fuel consumption, engine RPM, engine temperature and DEF levels. It also provides status and error code messages with suggested actions.

### Volvo Penta

Volvo Penta offers a range of Tier 4 Final industrial





A close-up photograph of a worker wearing a red jacket, safety glasses, and a hard hat, focused on adjusting a component of a large green industrial machine. The machine has various bolts, pipes, and a circular hatch. Another worker in a yellow safety vest is partially visible in the background.

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# Call for volunteers

Concrete Pump Operators Task Force members are needed to develop new certification program

In response to numerous industry requests, the National Commission for the Certification of Crane Operators (NCCCO) has announced plans to develop a new certification program for operators of concrete pumps. NCCCO is developing this program so that users can garner the same increased safety benefits that users of other equipment have seen through certification.

Volunteers for the Task Force that will develop the new Concrete Pump Operator certification program are currently being sought, with a view to program development beginning this fall. Subject matter experts from all aspects of the industry, including users, manufacturers, consultants, labor, government/regulatory, insurance, owners, and associations,

are invited to apply for a seat on the Task Force. Those who would like to participate on the Task Force are encouraged to complete and submit an application form at [nccco.org/CPOTF](http://nccco.org/CPOTF).

Experts in their respective fields will staff the Task Force and will be guided by NCCCO's psychometricians. Other experts will serve as item writers to develop the actual exam questions. As with the current NCCCO certification programs, a professional job task analysis will be conducted to serve as the foundation for exam development.

## Program development

NCCCO Director of Certification & Credentialing, Bob Mahlman stated that development of the new certification

program would begin in the third quarter of 2020 and continue throughout 2021. "We are developing a schedule where the development of the program could be complete within 18 months of our first meeting," he said.

Like all other certification programs that NCCCO has developed, this new Concrete Pump Operator program will rely on three major resources. "The new program will draw on industry support, subject matter expertise and psychometric guidance," said Mahlman. "All elements of the new program will be developed according to the same strict psychometric standards that are a hallmark of all of NCCCO's certification programs. The resulting certification process will be fair, valid, reliable and legally defensible." ■



NCCCO is seeking industry experts to help develop a new certification program for concrete pump operators.



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# Leading in a catastrophe

**Lauren Fronczek** discusses how to effectively safeguard your business during crisis.

**D**isasters that threaten a business can happen anywhere, at any time. We know that better than ever as we are currently living through an unexpected catastrophic event. Yet, if we are all familiar with Benjamin Franklin's advice, "If you fail to plan, you are planning to fail," why are many businesses unprepared when unforeseen events happen?

Sometimes damage is isolated. A frozen pipe that bursts on a weekend may not be detected until you open for business on Monday morning; long after the resulting flood has destroyed equipment, floors and walls. Or there may be a natural disaster that occurs; every year there are hurricanes, floods, tornadoes, blizzards, earthquakes, hail and wildfire. While some disasters can be unpredictable, others are preventable. However, proper preparation will help regardless of the situation.

Preparedness is defined by DHS/FEMA as "a continuous cycle of planning, organizing, training, equipping, exercising, evaluating and taking corrective action in an effort to ensure effective coordination during incident response."<sup>1</sup>

## Plan ahead

### What is a Business Continuity Plan?

A BCP is a practiced plan for how an organization will recover and restore its operations in the event of a disaster. Your plan should focus on three main categories of protection to help you survive a disaster event: your human resources, your physical resources and your business operation.

**Why is a BCP critical to your organization?** Consider some of these reasons when evaluating if you should

invest in a preparedness program:

**Customers expect services they are paying for to be completed on time.** A major delay may lead to customers going to a competitor.

**Larger businesses are asking their suppliers and contractors about preparedness.**

They want to be sure that their supply chain is not interrupted. Failure to implement a preparedness program risks losing business to competitors who can demonstrate they have a plan.

**Insurance is only part of the solution.** It does not cover all losses and it will not replace customers.

**Many disasters may overwhelm the resources of even the largest public agencies.** Also, they may not be able to reach every facility in time.

**News travels fast and perceptions often differ from reality.** Businesses need to reach out to customers and all other stakeholders quickly.

**Money invested in a preparedness program can pay big dividends if an accident occurs.** Consider the benefits of a fire being controlled quickly, immediate medical assistance that saves an injured employee or a recovery strategy that enables continued customer service. Spending funds prudently on preparedness can pay back multiple times when measured against the potential for damage to equipment, facilities, loss of staff, lost customers and lost revenue.

**Where should you start when developing a BCP?** First you need to decide on your team. The best leaders surround themselves with representation from different functions who bring a diverse perspective and are not afraid to voice their opinion. If you decide to create a BCP for each department, be sure one person reviews the plans for duplication of content and consistency.

## Review your coverage

**Next up is reviewing your current insurance program.** It is vitally important that you protect your base assets with adequate insurance to cover your place of business and your contents. Many risks cannot be insured, so a preparedness program may be the only means of managing those risks. Some risks can be

reduced by investing in loss prevention programs, protection systems and equipment. An understanding of the likelihood and severity of the risk, plus the costs to reduce the risk is needed to make decisions.

After a catastrophic event, your ability to act quickly could make the difference between survival and closure. According to FEMA, roughly 40 to 60 percent of small businesses never reopen their doors following a disaster.<sup>2</sup> As you continue to develop a BCP specific to your operation, here are a few (of the many) aspects to contemplate:

**Employees.** Employees are your most important asset. Do everything you can to protect them.

**Suppliers and vendors.** You should have a plan in place to deal with supply chain disruption as your ability to resume operations relies on the capability of your suppliers to deliver what you need on time.

**Equipment, machinery and vehicles.** When you know that a storm such as a hurricane or flood is coming your way, **move** vehicles to an area of safety should time and location permit so they will not get damaged.

**Critical communication.** Seamless communications with your employees, suppliers, vendors, key contacts and customers is essential. Your customers will want to know the status of your services. Your employees will want to get updated information about when and where they should report to work as well as the status of recovery. Remember, that they also want to see that you care about their personal wellbeing and safety.

**Emergency plans.** Meet with your employees at least once a year to review emergency plans. Designate one employee from each work shift to be a safety coordinator.

**Business functions.** Have you identified which business functions you would classify as a high, medium and low priority? This is something that can be overlooked but should be assessed prior to an event occurring.

**Key contacts.** It is important to maintain a list of key contacts and revisit that list periodically throughout the year.

You should be having conversations



## THE AUTHOR

A graduate of Penn State University, **Lauren Fronczek** is senior marketing manager of National Interstate

Insurance based in Richfield, OH. National Interstate Insurance is rated "A+" (Superior) by A.M. Best (rating affirmed on September 11, 2019.)



throughout the year with your insurance advisor regarding catastrophic event planning and exploring what tools they have available to you. National Interstate has put together a Disaster Preparedness Guide that is available to all our insureds.

## Crisis leadership

When you think of a strong leader, what qualities come to mind? According to Korn Ferry's research the top four qualities of a good leader are: (1) sets vision and strategy, (2) drives growth, (3) displays financial acumen and (4) manages crises.<sup>3</sup> Oftentimes, employers are not actively searching for or developing that fourth quality, until it is too late.

According to the Center for Creative Leadership here are five tips for leading through a crisis<sup>4</sup>:

**Seek credible information.** You must strive to deliver the most reliable, up-to-date information from trustworthy news sources.

**Use appropriate communication channels.** Transparency is key, and information should be disseminated to the entire organization by every means possible.

**Explain what your organization is doing about**

**the crisis.** Clearly outline your plan and be honest that it may change as circumstances change. If you do change course, make sure to communicate. Key information should be handled with the 3 R's: Review, Repeat, Reinforce.<sup>5</sup>

**Be present, visible and available.** In his book, *Crisis Management*, Gene Klann states, "Particularly during a crisis, employees have a need to hear from their leaders frequently. When leaders appear calm, concerned, knowledgeable, and in charge, workers feel encouraged and are more likely to have confidence that things are under control and will be fine."<sup>5</sup>

**Dedicate organizational resources for future crises.** After getting through a crisis, devote time to analyze how things were handled and how you can improve for future situations.

According to Steve Winborn, National Interstate's SVP of Claims & Risk, "In my 24th year managing commercial claims and risk, I can tell you first-hand it is not if but when you will be confronted with an unexpected or catastrophic incident. The best leaders anticipate the unknown, have a plan in place in advance and point the way forward in these times of chaos. Be

the calm in the storm, and constructively initiate positive actions laid out in your plan during these stressful times, and control what you can. It is critical to work with your insurance professionals to best prepare for and plan for these unforeseen events." There is no better time than now to assess your organizations' preparedness for a catastrophic event. Doing so ahead of time will help put your business in a better position when an unexpected event inevitably occurs. ■

## SOURCES:

<sup>1</sup> "Plan and Prepare for Disasters". <https://www.dhs.gov/plan-and-prepare-disasters>. N.p. 19 June 2012. Web. 25 June 2020.

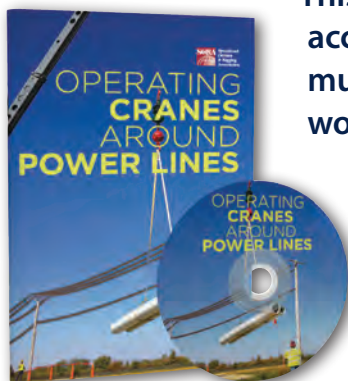
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<sup>5</sup> "Crisis Leadership: Using Military Lessons, Organizational Experiences, and the Power of Influence to Lessen the Impact of Chaos on the People You Lead." <https://www.ccl.org/wp-content/uploads/2020/03/crisis-leadership-center-for-creative-leadership-guidebook.pdf>. Gene Klann. 2003. Web. 25 June 2020.

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# Time to engage

Now might be the perfect time to recruit employees.

One thing we can't overlook about the disruption caused by COVID: it's forced almost everyone to figure out tech on some level. Follow most tech roads and where do you end up? Young people. And what does transportation and construction need more than just about anything else in coming years? Young people.

As most of us have come to realize, today's young people – most of them digital natives – are slow to cozy up to the skilled trades. We've heard enough and know enough about why, so we've rightfully turned our attention to the how. How we do accept reality, and endeavor to get young people to gravitate back to the trades like they did in generations past?

It might start with riding the wave of the COVID trend – which has forced us to work via tech in places where young people can be found. That said, can we also not then attract them similarly?

As Mitch Hughes, CEO of VIZZ, was quoted in a recent piece for Construction Dive, "COVID made it very clear that we have to run our lives efficiently in virtual ways because every company is moving that way as rapidly as they can move."

## A jump start

Within the same piece, Brian Poage, a construction support manager for software company Raken, pointed out, "When you need to survive, you start changing the way you operate. In the real

world, if you don't have a kick and a push like the COVID pandemic, the urgency isn't there. Construction is capable of leveraging technology, but we just need a jump start – and I think COVID has been a really great jump start."

A glass half full being what it is, it still behooves every industry company in need of additional workforce to be as technologically savvy as they can be in these times. Not that we need to be all things to all people, but at this point, if it's realistic to recruiting or promoting your company (and if you have the personnel to pursue these avenues), you'll likely find plenty of potential recruits these days on Instagram, Facebook, LinkedIn, YouTube, Twitter – perhaps even Snapchat, Pinterest or even Tik Tok.

## Essential business

While COVID has forced most of society to go digital for much of their vocational day, one interesting thing – and I mean potentially interesting to potential employees – is that our industry really didn't let up. Indeed, the younger generation is very different than each generation before them, but job security and stability is a universal language, and we should all be marketing that as best we can whenever the opportunity presents itself.

An "essential service" can also easily be rebranded as an essential "career" – i.e., not something that is going to vanish when disaster strikes. In times of uncertainty and confusion, our

industry has a built-in desirability for a situation exactly like the times we're in, and we need to take advantage of it. While certain age groups may have been raised to desire different career paths, it doesn't mean they can't be educated as to the undeniable benefits of a lesser-understood path which provides a steady paycheck and likely additional perks like health coverage, retirement and the opportunity to make good money. Don't be afraid to tout your company as an "essential business" – especially if it comes with these incentives.

As for training, we also know that many of our go-to training facilities have adapted – whether through digital means or modifications to physical practices. Don't let a potential need for training get in the way of attracting young workers.

And there's the reality that in a post-pandemic world, many people will be forced to switch careers. That can also be interpreted as many "young" people. All the more reason to take this moment and make the most of it – however it makes the most sense to you and your business.

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# Newest “4

**Y**ear after year, SC&RA continues to cultivate future industry leaders while at the same time strengthening its own leadership base in an effort to advocate for the greater good of the transportation and construction industries. This year’s “4 Under 40” class provides yet another promising glimpse at the level of talent both the industry as well as the Association can expect in years to come.

## Discovering a vocational fit

### Chris Alain

Born in Toronto, Ontario, Chris Alain spent the first 13 years of his life growing up at first in a small village east of Quebec City, and then Houston, Texas, as well as Tulsa, Oklahoma. The family – which had evolved around trucking for a few generations – eventually returned to Quebec City.

“My grandfather had been a long-time executive at the Quebec Transport Commission, my uncles were both over-the-road drivers for many years and my mother had evolved with Nova Permits for a number of years before I joined them in 2005,” he explained.

Having found a vocational fit, Alain worked his way up through Nova. “It allowed me to learn the basics of it all, the equipment, how things could be loaded,

the various rules that had to be respected depending on the jurisdiction the carrier was driving through.”

He eventually landed in the pilot car department, and after some time, moved on to a permit agent position. “Over time, I took on more challenging customers and new responsibilities within the company, getting involved with superloads and special projects that required careful planning and attention. I’ve also had the chance to be involved in the development of ambitious permit and pilot car solutions that have made an enormous impact in our industry to this day.”

As for his appreciation for SC&RA, Alain agreed that his membership has certainly opened doors and provided opportunities that may not have



developed as easily otherwise. “It gives me the fuel and drive to continue making an impact for the Association and the industry. I plan on being involved for many years to come, and I hope to inspire others to join in on this journey.”



## Changing roles: not a problem

### Tyler Elliff

A California native, Precision Crane Rental’s Tyler Elliff seemed destined to pursue the family business from an early age. “I’m third-generation at Precision; I started working summers after the eighth grade,” he said. “During high school, I was able to gain more knowledge and see the real-world applications of what we do. On my eighteenth birthday, I obtained my CDL. Shortly after that, I obtained my NCCCO crane operator certification.”

A true child of the industry, Elliff embraces the opportunities he’s been presented with. “My grandfather and father have paved a unique road of hard work and industry knowledge that I intend to continue,” he stressed.

After attending his first SC&RA meeting by secretly sleeping on a friend’s couch in the hotel room for a few days, Elliff knew this was an organization that would impact his career over the long term. “My expectations were to acquire more role models that will help me define who I am within this industry as well as make the connections necessary to help change our industry into a safer, more interesting and more fun environment than it was when I was introduced into it.”

Currently vice president at Precision, though he admits his role changes daily depending on the challenges presented, Elliff believes that during times of industry-wide challenge, companies should “... do our best to keep working-class people working. To do so, we have to work, and customers need someone to talk to in order to schedule that work. As America gets back to work, we need to be aware of our surroundings and respect the rules put in place by the authorities. If we don’t provide jobs, eventually one pandemic will transform into another.”



# Under 40" class

## The perfect destiny

### Sarah Emig

Before Sarah Emig got off the ice and traded her skates for the family business – Connelly Crane Rental – she played professional hockey in both Germany and New Zealand.

"I grew up just outside of Detroit; we were a big hockey family – my brother and I played," she confirmed. "I played at Adrian College, a small school in southern Michigan, and then played overseas for a couple years."

After taking hockey as far as she could, Emig returned home to the family business. "I knew I would always come back and be at Connelly Crane," she indicated. "I was twenty-five when I landed here, and when I first started, I was out in the field as an oiler. I'm actually still in the apprenticeship program to be an operator, a journeyman. I've got two classes left."

Ultimately, Emig will play an evolving role at Connelly in the office, eventually transitioning to leadership positions in time. "That said," she added, "I'm currently learning every little segment of the business – but when we're busy, anyone in the office that can run a crane will jump out and get into one if needed. And that keeps it exciting."

And to that end, with Connelly being as "busy as ever," Emig sees both opportunity and cause for reflection. "All the jobs that were on hold are back up and running – we're hiring people. But people are wondering throughout the industry if this will last – will these companies be able to afford new jobs once the current ones wrap up?"



## A utility player who wants skin in the game

### Robert Hall

Born and raised in the Kansas City area, Robert Hall, director of safety at Wilkerson Crane Rental, played college football, then arena football and eventually fell into logistics and supply chain through various companies like FedEx, KOHL's Distribution Centers, Grainger Industrial Supply and more.

"However, once I joined SC&RA, the size and magnitude of moving OS/OW loads, coupled with the crane and rigging challenges, required even more creative thinking, challenging decision making and greater risk and reward."

Hall began his career at Wilkerson after meeting Jeff Holt, director of operations, at the 2018 SC&RA Specialized Transportation Symposium in St. Louis. "I let him know I was looking to join a company that actually owned trucks, that owned cranes and had more skin in the game. It was also very important to me to stay with an SC&RA member company."

Nearly three years later, Hall has his fingerprints on almost every department at Wilkerson. "I've enjoyed being a utility player – everything from IT, continuous improvement, procurement, HR, sales,

contract negotiation and safety. As we are growing, roles are becoming more defined and more process-oriented, which is allowing me to be more focused in my day-to-day as the director of safety.



And I can't see a better-fitting role for me."

One of the most glaring challenges Hall sees at Wilkerson is regulatory. "We're governed by two bodies: OSHA and DOT/FMCSA," he said. "Part of the time, we fall under OSHA rules and regulations, and part of the time, we abide by DOT rules and regulations. This creates a lot of grey area and contradicting judgement calls. Regardless, Wilkerson is focused on making sure we're compliant with both while maintaining open dialogue with our team to make sure they understand and buy in. Again, the end goal is everyone gets home safe. This includes our employees, our customers and the public we encounter on a daily basis."

As for his take on leadership and the industry, Hall keeps it pretty simple. "If we want to grow, we have to surround ourselves with people who are highly skilled in areas that we are not. And if we find ourselves to be the smartest person in the room, it's time to look for another room. That said, since joining both Wilkerson and SC&RA, I haven't had to search for another room." ■



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## Runnion Equipment expands sales team

Runnion Equipment Company is continuing to grow its sales team with the addition of John Pielli. Pielli has almost 30 years of crane experience both as a mechanic and salesman, working previously for Hiab. He will be focusing on the Northern Illinois area, making sure that his customers have the equipment they need to get their jobs done on time and in budget.

With Pielli's extensive

industry background and Runnion Equipment Company's wide variety of telescoping and articulating boom trucks, aerial lifts and truck-mounted forklifts, customers will be well served, the company said.

"We are incredibly excited to have John on board and working for Runnion Equipment Company," said

**John Pielli**

Brad Runnion, sales manager, Runnion Equipment. "With twenty-one years as a mechanic and over seven years in sales, John has an intimate knowledge

of lifting equipment which allows him to provide a unique perspective that will help deliver creative solutions and real value to our customers."

## SEAA honors longtime members

David Deem, President of Deem Structural Services, Longview, TX, and Bob Beckner, retired Senior VP of Peterson Beckner Industries, Dallas, TX were recently honored by the Steel Erectors Association of America. Deem was named SEAA's

**David Deem**

2019 Person of the Year, and Beckner, who recently stepped down from the SEAA Board of Directors in

**Bob Beckner**

organization," said Josh Cilley, president, American Steel & Precast Erectors.

Beckner is a past president of SEAA and recipient of the William Davis Service Award.

anticipation of retirement, was awarded a Lifetime Achievement award.

"David Deem is a strong advocate for the advanced of industry quality and safety standards," said Tom Underhill, executive director, SEAA. "In addition to work with our organization, he also actively works to educate personnel through AISC and NISD programs."

Among the technical publications he has assisted in writing are the Detailing Steel for Value and Safety and Detailing Guide for the Enhancement of Erection Safety. Deem has also been a featured speaker at the North America Steel Conference.

Beckner, recipient of a Lifetime Achievement award, served on the SEAA Board of Directors for 27 years.

"Bob Beckner is a selfless man who has given countless hours to our industry and

### Chris Hudson

has joined the Professional Service & Repair team

to serve as a mobile crane service engineer and mobile crane inspector. Hudson has over 20 years of industry experience and is looking forward to helping meet the mobile crane repair and inspection needs of his current and future customers.



## Kirby-Smith appoints Al-Suwaidi

Allen Al-Suwaidi has joined the Kirby-Smith Machinery team as an account manager for KSM Pipeline Services. Al-Suwaidi will be responsible for managing existing customer accounts of KSM's Pipeline Services division, which operates independent of territory restrictions, as well as developing new customers nationally. He joins a sales team that includes fellow account managers Derek Birdwell and Scotty Cameron.

Al-Suwaidi comes to KSM with 16 years of experience in the heavy equipment industry which includes 10 Salesman of the Year Awards across various companies, numerous awards for sales/rental revenue and even an innovation award for making the first YouTube sales call in 2012 which resulted in the sale of a large equipment package. Those 16 years also include 10 years directly related to the pipeline construction and energy segment, and extensive time selling, renting and supporting Komatsu equipment.

"You learn quick that Allen never sets limits for himself, only goals," said Joe Trapani, vice president and general manager, KSM Pipeline Services. "He believes in setting high standards and is driven to see our customers and team succeed. We are very excited to have him!"

**Allen Al-Suwaidi**

Kirby-Smith Machinery has appointed **Rick Derr** as international sales

representative and equipment appraiser. Derr joins KSM's used equipment department and will focus on increasing the sale of used equipment internationally.



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**ACT's Marketplace is designed to help readers find the products and services they need. It is divided into convenient categories including equipment for sale, crane & lifting services, transport & heavy haul, training and dealers & distributors.**

## Training Directory 60

Find the company to fulfill your training needs

## Dealer Locator 61

Find a Dealer/Distributor by using ACT's Dealer Locator. When viewing online, check out the interactive map. Click and see where the dealers are and e-mail or go to their website from the map. From the printed page, please pick up the phone and call for your crane needs.

## Products, Parts & Accessories 69

Operational aids, communication systems, components, controls, software, crane mats and outrigger pads, crane repair, hydraulics, jacks, attachments, personnel baskets, rigging hardware, rollers, slings and chains, tires, winches, wire rope, batteries, braking systems, and new, used and refurbished parts.

## Equipment for Sale or Rent 78

Crane, rigging and lifting equipment for sale or rent, new or used.

## Safety & Industry Services

Insurance, inspections, financing, consulting and safety equipment.

## Career Opportunities

Employee recruitment and job postings.

## Transport & Heavy Haul 80

Transportation permits, freight forwarding, heavy haul and pilot car services.

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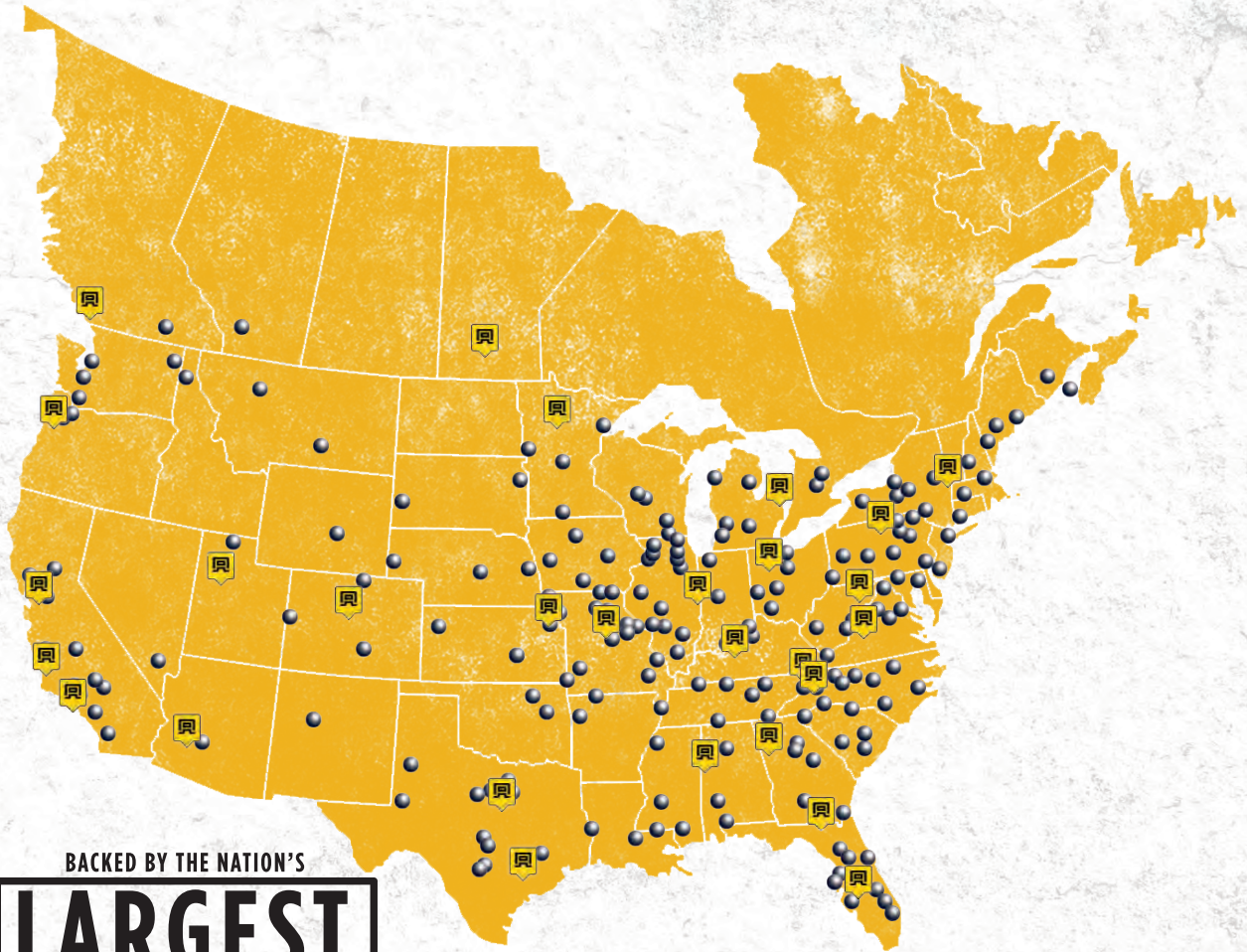
## A white Altec truck with a crane mounted on the back, parked on a gravel lot. The truck is a flatbed model with multiple axles. The crane is white and has the Altec logo on its side. The truck is parked on a gravel surface with trees in the background.

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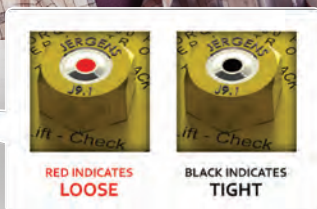
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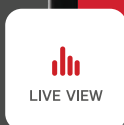


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Capacity	77 USt
Main boom	36 - 144 ft
Boom extension	29.5 - 52.5 ft
Miles	21,582 mi
Carrier hours	2,395 h
Counterweight	18.2 USt



### Tadano ATF 220G-5

Year	2016
Capacity	242 USt
Main boom	43.3 - 223 ft
Boom extension	3.6 - 35.8 ft
Miles	8,962 mi
Carrier hours	1,680 h
Counterweight	78.3 USt



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# Newsworthy

Whether you need to move an historic hotel or a vintage aircraft, Emmert International has a solution that is most likely mind-boggling.

**C**lackamas, OR-based Emmert International has hauled and rigged some of the world's most famous objects, ranging from the historic Fairmount Hotel, the Hubble Space Telescope, Howard Hughes' Spruce Goose wooden airplane, a Space Shuttle solid rocket booster and a huge, 340-ton rock. The company has achieved legendary status for its famous cargoes and for the awards it has won.

Since this issue of *American Cranes & Transport* features our SC&RA Job of the Year special section, we thought it appropriate to showcase a company that has been very loyal to the SC&RA Job of the Year contest. Emmert International has won 33 JOY awards, 23 in the transportation or moving category and 10 in the rigging category.

Terry W. Emmert founded Emmert International in 1968, and he is a force in the industry and the community where he lives. He is a well-known businessman who has interests in sports teams, fitness centers, tennis and golf clubs and real estate. He is also a renowned

philanthropist. Emmert has been active in the SC&RA for many years, serving on transportation and crane & rigging committees and working for the SC&RA Foundation. Emmert International has sponsored the SC&RA Tennis Tournament for at least 25 years.

## Icons of the world

According to the SC&RA book *Lifting and Moving the World*, Emmert has "relied on land, rail and sea to deliver heavy haul transportation solutions since 1968."

Television news crews have even embedded in an Emmert heavy haul convoy. "We had a news crew with us when we were moving the big rock in Los Angeles," said Emmert. "A lot of our projects have been featured on news programs."

The company is famous for its ability to creatively solve some of the world's most intriguing



**Emmert International moved a huge engine using several modes of transportation.**

specialized transportation projects. Emmert designs and fabricates many of the trailers and dollies in its fleet and has been an industry pioneer. Emmert has moved classified military hardware that required top secret planning as well as turbines, reactors, vessels and other industrial equipment.

"Instead of a one-size-fits-all attitude toward projects, Emmert takes a no-size-too-big approach," according to *Lifting and Moving the World*. Emmert said that it is hard to name a favorite job because each one has its own challenges. The 3.3 million-pound Fairmount Hotel in San Antonio, TX was memorable. As millions of spectators watched, the hotel was moved on 288 wheels. Included in the Guinness Book of World Records, the project was the company's first transportation JOY award.

Over the past 10 years Emmert has won JOY awards for hauling and rigging thermal heaters, press crowns and even removing an old bridge.

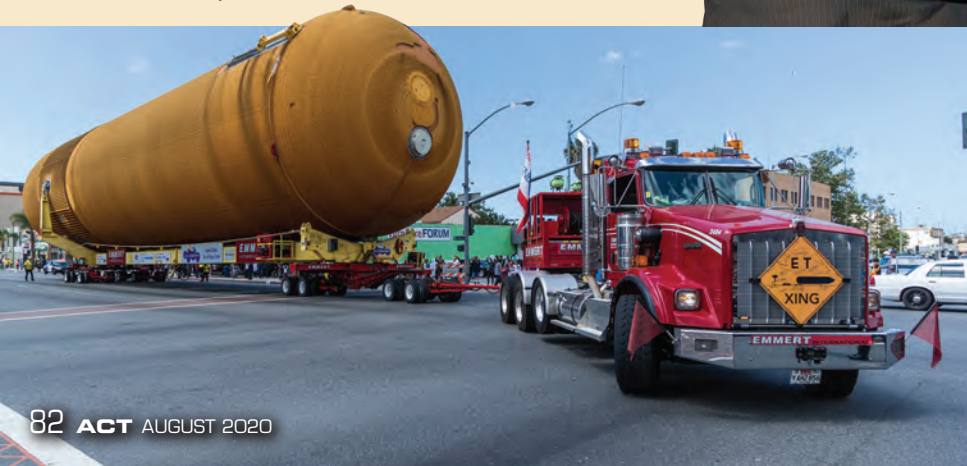
"We had no idea when we started that one day we would be moving some of the icons of the world," said Emmert. "Our success is the team effort of a bunch of hard working and talented Americans who give it their all."

Emmert mentioned a project that his company is wrapping up and is in line to be a 2021 Job of the Year entry. "It's a big nuke job," he said. "That's all I can say." ■

**In 2016, Emmert International hauled a Space Shuttle solid rocket booster.**

**"I look at it like we are a sports team and the Job of the Year award is like winning the Super Bowl, NBA Championship and the World Series."**

**TERRY EMMERT, Emmert International**





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***Business cycles in the tower crane market***

**Mike Heacock**, Manitowoc Cranes

***Forecasts for construction activity***

**Kenneth D. Simonson**, Associated General Contractors of America (AGC)

***Tower crane insurance and risk mitigation***

**Jeff Haynes**, USI Insurance Services

***Safe assembly & disassembly of tower cranes***

**Mike Walsh**, Dearborn Engineers & Constructors, Inc.

***Round-table on crane inspections***

**Chris Smith** (Morrow), **JR Moran** (Brasfield & Gorrie)  
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