

AMERICAN CRANES & TRANSPORT

August 2018
Volume 14 ■ Issue 8

ACT

The magazine for the crane, lifting and transport industry

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Jump up!

ACTTOWERCRANE50

Ranking North America's
largest tower crane-
owning companies

INTERVIEW

Haag Engineering's
Jim Wiethorn

PROJECT FOCUS

Specialized rigging

PRODUCT FOCUS

Rough terrains



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What goes up

The first ever Tower Cranes North America conference held in Miami in June brought together some 300 tower crane industry players from throughout North America. While there were many take-aways from that conference, one key point that stuck with me was how quickly the state of the market can change. While the tower crane market in North America is robust, industry experts Christian Chalupny and Frank Bardonaro, from Morrow Equipment Company and Maxim Crane Works, respectively, mentioned lessons learned from the last time the tower crane market rose and then fell flat. Bardonaro pointed out recent headlines that mirrored headlines that made the news back in 2008 and 2009. I think the message was that just because the market is strong doesn't mean that everyone should go all in. All that said, our **ACTTOWERCRANE50** toplist shows steady growth of the tower crane sector. We are seeing new players in the North American market, both crane rental companies and manufacturers. Don't miss our **ACTTOWERCRANE50** starting on page 25.

Each year in *ACT* we dissect the market for various classes of cranes. This month we look at the rough terrain crane market and provide an overview of the 75 to 100-ton models on the market. These capacities appear to be the "sweet spot" in the RT range. Our Product Focus: Rough Terrain Cranes starts on page 28.

Because of advancing technologies, remote control operation of cranes and transport systems is proliferating. OEMs like Liebherr and Altec have developed their own remote control systems, and other manufacturers are embracing a host of commercial radio remote control systems. Hannah Sundermeyer reports on what's new in remote control technology and how crane operation is being impacted in our Technology Report on page 49.

Haag Engineering's Jim Wiethorn has pretty much dedicated his career to making the crane industry safer. By deconstructing and studying crane accidents, he and his team have learned the root causes of why accidents happen and how they could have been prevented. Wiethorn recently earned his Ph.D., and the story of that journey is an interesting one. We are very pleased to feature Jim as the subject of our Interview article, starting on page 16. I think you will find it one of the most interesting ever. He will speak next month at the SC&RA Crane & Rigging Workshop in Louisville, KY.

If you end up at the Workshop, please be sure to touch base with the *ACT* team. And even if you don't make that trip, we'd love to know what's going on with you, your people and your equipment.

D. ANN SLAYTON SHIFFLER**Editor**

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The **ACTTOWERCRANE50** on page 25 ranks North America's top tower crane companies.



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■ Linden Comansa has decided to focus its efforts on a single overall brand by returning to its original name: Comansa. This change will be implemented gradually across the product range and at the company's facilities in Spain, the United States and China.

■ Terex Cranes has strengthened its distributor network with the appointment of Wyoming Machinery Company as an authorized mobile crane equipment distributor throughout the state of Wyoming.



■ Manitex International, Inc. has announced the expansion of its articulating crane distribution network to include ALT Sales, headquartered in Richfield, OH. ALT will begin retail distribution of Manitex articulating cranes, joining the growing network of Manitex dealers that support its products across the U.S. and abroad.



All of Sims Crane's new electric tower cranes are manufactured in France by Potain and include the MDT 389 L16 and MD 559 models.

Maxim acquires Tri-State Crane

Maxim Crane Works has acquired the assets of Cincinnati-based Tri-State Crane. Financial terms of the transaction were not disclosed. Maxim CEO Bryan Carlisle said the acquisition is a strategic move designed to expand Maxim's existing tri-state area operations and facilitate continued growth in the region.

"Kathy and Paul have built a great company with an outstanding reputation," said Carlisle. "We are confident

Tri-State's crane services division was established in 1997.

that our ability to provide their customers with the additional resources and services that Maxim Crane has to offer will be a 'win-win' for all parties involved."

Tri-State's crane services division was established in 1997. They have an excellent fleet mix to service the customer base they have developed within the region, according to Maxim.

"We have known the Maxim team for over 35 years and



we have always had a great working relationship," said Paul Pitzer of Tri-State Crane. "My father and I both worked for the original Carlisle Company. We feel that the additional resources and nation-wide services that Maxim offers will provide the best opportunities for long-term growth and success." ■

Potains put Sims in tower crane market

Sims Crane & Equipment has entered the tower crane sector with the purchase of 11 new Potain electric tower cranes for a total investment of \$14 million. The first of Sims' tower cranes was erected at a construction site in Tampa, FL in February. The

other 10 cranes are committed to other vertical construction projects. Sims Crane made the decision to expand into the tower crane sector to answer client demand, according to Dean Sims II, Sims Crane vice president of marketing.

"In the aftermath of Hurricane Irma, many of our long-time clients that rent hoist elevators and mobile cranes were looking for another tower crane option, and they trust Sims to provide that alternative," Sims said.

With high-rise construction surging in Florida, tower cranes complement Sims Crane's existing skilled personnel and material hoist elevator department, he said.

"The demand for high-rise residential buildings is being driven by millennials' preference for urban living as well as continued relocations to Florida," Sims said. "The crawler

cranes in our existing fleet are highly competitive versus electric tower cranes on buildings under 160 feet in height, but they do require a larger footprint, and urban high-rise buildings usually struggle with site space restrictions. Tower cranes require a smaller footprint and allow us to provide lifting at much higher elevations when building heights exceed 200 feet." ■

Empire Crane Company's has sold a 2018 Manitex 2892C to Accurate Crane Service in Wallingford, CT.



Accurate Crane Service receives Manitex 2892C

Empire Crane Company has sold a new Manitex 2892C to Accurate Crane Service in Wallingford, CT.

The 28-ton boom truck is mounted on a Peterbilt 348 truck and features out-and-down outriggers, a 92-foot boom, single stage jib and a Greer LMI.

Steve Bishop, owner and operator of Accurate said, "I chose the Manitex 2892C because it is a little bit smaller and will fit my niche and customer needs better than our other cranes. It is going to be a lot more versatile."

Accurate first purchased from Empire 12 years ago and is now trading in that purchase. Over the years he has worked with Jonelle Alberici in Empire Cranes' parts department for parts needs.

"I really enjoy working with Jonelle because she has all of my cranes on file, can tell me the specific part numbers I need and the parts at my door within two days," said Bishop. "That's really a priority for me."



Six Link-Belt truck cranes go to Dawes

Milwaukee-based Dawes Rigging & Crane Rental, a member of the ALL Family of Companies, has taken delivery of six new Link-Belt truck cranes. Three different models are represented in the package – one HTC-8660, two HTC-8675 Series II and three HTC-86100-XL, with capacities ranging from 60 to 100 tons.

The cranes were ordered early in 2018 and began arriving in April. By the end of May, all six were delivered. It's a rarity that a half-dozen pieces of new stock from the same manufacturer are delivered so close together, so Dawes took advantage of the opportunity by taking a family photo of the newly acquired cranes on the banks of Lake Michigan.

"These are all versatile machines," said Stew LaPointe, Dawes rental coordinator. "As a full-service dealer of the



The new truck cranes will be dispersed among Dawes' locations in Milwaukee, Madison and Kaukauna, WI.

Link-Belt brand, there's no better way to showcase their power and flexibility than by making them available for rental across the deep reservoir of construction and contracting professionals throughout Wisconsin. This

equipment can be used for everything from residential carpentry to all types of construction – setting structural iron, precast concrete and HVACs. They will be highly in-demand by our customers." ■

ALE offering Lightweight Service Cranes

As part of a strategic move to enter the U.S. civil market, ALE has partnered with Specialized Hoisting Solutions (SHS) to optimize ALE's Lightweight Service Crane's capabilities. SHS is a division of Rebel Trucking and Rigging, based in New Jersey and Georgia.

This agreement means the two companies can utilize their crane fleets and project management services to work together to provide lifting solutions for clients. The Lightweight Service Crane, launched in 2016 as a modular

crane, can be assembled by hand from component parts small enough to fit into a service elevator and then be used for lifting operations where space is limited and access is difficult, such as roofs of high-rise buildings. This is a more flexible solution for lifting jobs major urban areas, ALE said.

Richard Verhoeff, sales manager for ALE, said, "We have already been approached by clients in the USA looking for flexible and lightweight lifting solutions for exchange projects, such



ALE's Lightweight Service Crane lifts a BMU in London.

as air conditioning units, on high-rise buildings. By joining forces with SHS, we can focus on the civils market by optimizing their local expertise with our unique Lightweight Service Crane and so introduce our business model to the United States' high-rise market. This agreement sets us apart and shows our dedication to find suitable safe and cost-effective solutions for our clients in the American civil sector." ■

■ SC&RA has responded to the OSHA notice on a proposed crane rule. The association said it supports the requirement for employers to evaluate operators and operators-in-training but SC&RA does not support a prescriptive list by which employers must evaluate their operators nor does it support the requirement for independent third-party evaluations. See **SC&RA News on page 46** for detailed information.

■ Material handling solutions provider Combilift has set a benchmark for mass production of innovative products, said Martin McVicar, managing director, speaking at the official opening of the Combilift global headquarters. The new 500,000 square-foot office and manufacturing facility will allow Combilift to double its production, he said.

Telematics solution from Scale and Control

Houston, TX-based Scale and Control – which provides industrial product solutions designed to enhance productivity, equipment utilization and increase site awareness among operators and drivers – has announced that it is launching a telematics system. According to the company, the system, comprising telematics hardware with an accompanying database, will enable fleet operators to effectively control fleet costs, reduce maintenance costs and issues and quickly locate their assets.

“Our hardware solution will provide users with the ability

to monitor remote equipment live, or near live, depending on the hardware and monitoring plan that you select,” said Joel Francis, co-founder of the company. “Alarms can be set and users can receive alerts via email or text to enable immediate action.”

These alerts can be for simple items, such as high temperature, low fuel, or low oil pressure or more logic-based alerts for potentially

more serious problems, such as if the fuel level decreases while the



The system provides tools to manage vehicle tracking, remote diagnostics, predictive maintenance and more.

equipment isn't running.

“The hardware is capable of viewing all relative CANbus data,” Francis said. “And, unlike competitive solutions, custom CANbus parameters can be set.”

According to Scale and Control, its base hardware system provides Wi-Fi connectivity, as well an option for Wi-Fi and cellular communication.

“Where Wi-Fi connectivity is available, we can move key machine information without the overhead cost of cellular plans,” Francis said. “Using our cellular hardware option, we can provide affordable large volume data monitoring on a user's machines or assets. We can provide domestic and international cellular data plans.”

Liebherr breaks new ground

Ground was broken on July 20 on Liebherr's new \$45 million expansion project in Newport News, VA. The ceremony included Newport News officials, Liebherr family members, executive staff and employees.

The company has been manufacturing and operating in Newport News, VA for over 48 years. Adjacent to its current location, the new facility will serve as the new headquarters for Liebherr USA and will include the construction of three new buildings: a state-of-the-art four-story administrative building, a carefully designed warehouse and parts distribution center to meet current and future requirements, and a modernized production and workshop facility intended to support the company's cranes,

construction and concrete divisions, the company said.

Once completed in 2020, the new buildings will add over 251,000 square feet to the existing 560,000-square-foot Liebherr campus. This investment will greatly impact the company's operations in the U.S. and drive Liebherr's strategy for long-term growth, Liebherr said.

“The U.S. is a strategic market for Liebherr and with this investment we send a clear message of commitment to our customers, employees and the local community here in Newport News,” said Torben Reher, managing director of Liebherr USA.

“We are grateful for Liebherr's corporate citizenship, the investments

and the jobs the company has provided for our citizens and others around the region,” said McKinley Price, mayor of Newport News. “This expansion will set the stage for even greater success as the company continues to grow, and we are proud to partner with and support Liebherr now and always.”

Dignitaries participated in a groundbreaking ceremony in Copeland Industrial Park to celebrate the construction of the new Liebherr USA headquarters.



"It's awesome!"

- James Cunningham, Regional Sales Manager - RJ Corman



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better for this job. It's just an
awesome machine."

- Pat Nemec, Crane Operator - RJ Corman



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it doesn't lean, nothing."

- Kyle Clark, Crane Operator - RJ Corman



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Madisa expands fleet with Terex ATs

Mexico heavy machinery distributor Madisa is expanding its crane inventory with the addition of a new Demag AC 100-4L all-terrain crane and a new Demag AC 220-5 all-terrain crane. Committed to providing its customers with the industry's best machinery, Madisa chose Demag because of the cranes' quality engineering and manufacturing craftsmanship, the company said.

As a Terex Cranes full line distributor, Madisa is seeing a higher demand for versatile compact roadable crane models. The 4-axle Demag AC 100-4L crane, and 5-axle Demag AC 220-5 model are the most compact sized units in their class, can travel at highway speeds and feature an intelligent motor management system that reduces operational cost and required maintenance, Terex said.

On the job, the Demag AC 100-4L crane has a 120-ton operating classification and a maximum system length of 268 feet, the largest operating range of any all-terrain crane in its class, Terex said. The 245-ton capacity class AC 220-5 crane features a single engine concept and a main boom reach of 255.9 feet and a maximum system length of 324.8 feet.

Madisa will have its new Demag all terrain cranes in stock in the next few months.

Many obstacles overcome to move big tugs

Mammoet completed the transport of two tugboats, each weighing 430 tons, from the Island Tug and Barge (ITB), Annacis Island facility in Canada, to Vancouver Harbour for berthing. The tugs, *Island Raider* and *Island Regent*, are each 78.4 feet long and 41 feet wide.

Many obstacles were identified during an initial scoping of the transport route. One was a below-grade railroad siding and three sets of railway tracks between the yard and the steep bank of the river. There were also overhead powerlines, railway restrictions and constraining tidal conditions, Mammoet said.

Working with subcontractors

and Tidewater, Mammoet came up with a plan to meet the challenges to load out and launch the ships. For a start, the ITB facility had no clear access to the water. Mammoet transported the tugs across rail lines while maintaining sufficient clearance from overhead powerlines. SPMTs were chosen to carry the tugs.

Having cleared the rail lines using a ramp, some 40-foot ramps were then connected to a self-ballasting barge where a roll-on operation had to be done within a six-hour time limit. Both tugs were loaded in time. Next was transport to Vancouver Harbour where they were lifted off the barge ready for transport to the



The Mammoet crew poses with a secured tugboat ready for transport.

Tidewater's Shipyard for completion.

"This was a logistically intricate and technically challenging project," said Marc Schwartz, Tidewater maintenance and engineering manager. "We put together a great team, overcame a lot of obstacles and safely launched the two vessels."

Edwards launches apprenticeship program

Edwards Moving & Rigging has launched an apprenticeship program for people interested in specialized transportation and rigging careers. The three-year program includes 2,000 hours of on-the-job training and 144 hours per year of classroom instruction. The program kicked off June 18, 2018 with 10 apprentices who will earn a wage while they work toward becoming an accomplished rigger, and eventually pilot

car operators and escorts for OS/OD loads. Participants will receive instruction in transporter configuration, hydraulics, rigging equipment and terminology, gantry systems, signaling and more.

"Edwards Moving & Rigging is the first company in Kentucky to provide an apprenticeship of this kind," said Kentucky Labor Secretary Derrick Ramsey. "Apprenticeships provide a kind of forward-thinking

solution that will help us prepare Kentucky for a skilled workforce. This is why I am proud to have Edwards Moving & Rigging join our 'Kentucky Trained. Kentucky Built' network and I look forward to the success this program will bring."

"Not only are we training the next generation of workers, we also are enhancing the current skillset of existing employees," said Danny Cain, safety/risk manager. "For people with no experience, this is a chance to earn while you learn."

He said that apprenticeship salaries are around \$55,000 a year.

Edwards plans to start a new apprenticeship group in the Specialized Transportation & Rigging sector every six months.



■ SC&RA recently visited Ontario and Quebec as part of a continuing effort to work toward harmonization for its 116 Canadian members. The Ontario Ministry of Transportation (MTO) continues to consult with SC&RA as it moves forward with consideration of fully automated permitting and complete replacement of police escorts with private certified escorts. In addition, counties throughout Ontario are considering automated permitting and the coordination between local jurisdictions. The Hydro One Utility and counties throughout Ontario are resolving harmonization thresholds and signoffs between the utility and counties. The Quebec Ministry of Transportation has reported a commitment of full implementation of automated permitting within a year.

Fascan donates cranes to Reef Foundation

Fascan International, exclusive U.S. distributor of Fassi articulating cranes, recently donated five electric cranes to the Ocean City Reef Foundation (OCRF) in Ocean City, MD.

Valued at close to \$290,000, the cranes will be used by OCRF to load reef building materials onto barges for off load at the reef sites several miles offshore and in other ways that further the mission of the organization.

Reef building materials, which can range from scrap iron and concrete to boats and other vessels, rest on the ocean floor and become the starting point for a reef community. Mussels, sponges and corals use the new material as a foundation to create a living



Fassi cranes will be used in the construction of artificial reefs.

reef which in turn hosts populations of fish, lobsters, crabs and shrimp that feed on the reef and are food for other sea life.

"We saw an opportunity to match equipment with an

organization that needed it," said Bernie Faloney, Fascan CEO. "It's a great thing when businesses can work together to share resources, especially when it benefits the larger community."



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Share prices continued to decline in July as tensions rose over tariffs and investors awaited second quarter financial results.

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.

Waiting for results

Share prices continued to slide in mid-summer as concerns grew about the impact of tariffs on the economy and corporate performance.

As this month's graph shows, the mainstream indexes have lost some ground from the highs they hit earlier in 2018, but the slide has been fairly gradual. This means that a lot of the gains which were built up in the rally of 2017 and early 2018 are still intact. The NASDAQ remains almost 17 percent higher than its position 12 months ago, while the Dow is up 15 percent and the S&P 500 maintains an 11 percent gain.

The story for equipment manufacturers shares is a little different. As classic cyclical stocks, they rose faster than the broad indicators in the up-turn, but they are also susceptible to sharper downturns. While the ACT Heavy Equipment Index (HEI) remains more than 25 percent higher than its position a

year ago, this has wiped-out about half the gains it made in that period and the decline is visibly steeper than that of the NASDAQ in particular.

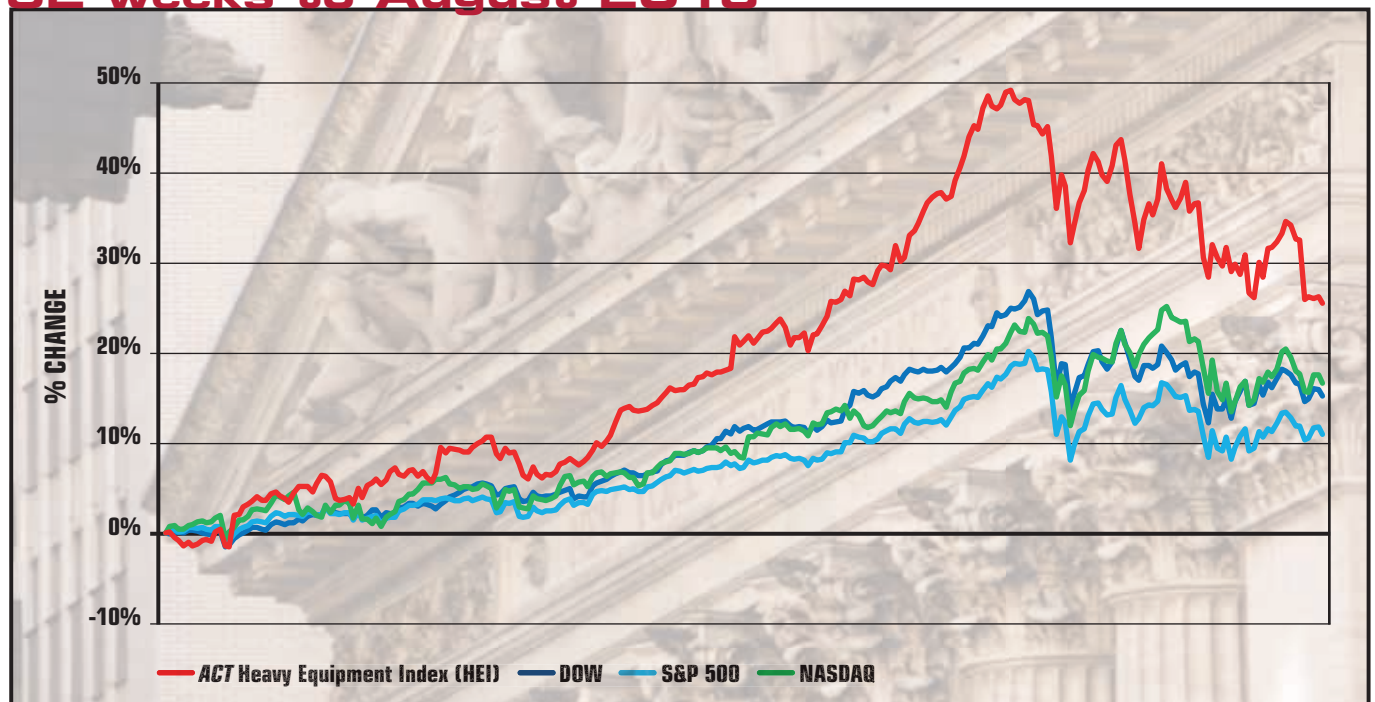
The big factor that markets are waiting for is the second quarter results season, with the first financial releases due as ACT went to press. The most watched stock in the heavy equipment segment is Caterpillar, and this is the company which tends to report first out of the ACT HEI's component stocks. This means whatever Caterpillar says and however the markets react will move the whole industry.

Wall Street is somewhat down on the heavy equipment segment. Although end markets around the world are generally very strong at the moment, manufacturers are increasingly having to deal with higher input costs and longer waits for key components from suppliers. This may translate to lower profitability, which is the key determinant for share prices.

The situation is exacerbated by the current situation around tariffs. One of the key battlegrounds is steel and aluminium, and the former is of course a key material for heavy equipment. U.S. tariffs and international counter-tariffs are therefore likely to have a bearing on manufacturers' input costs, and it will be interesting to see if this issue is commented on when financials are released.

The bigger issue for the industry is whether heavy equipment manufacturers feel they have to go down the same route as Harley Davidson and relocate production in response to tariffs. This is an area where causation and coincidence need to be separated out. Manufacturers move production around their global industrial footprints anyway for a variety of reasons. Whether the impact of tariffs would be enough to trigger a costly relocation plan is one question, but they may be able to tip the balance in what was already a fine decision. ■

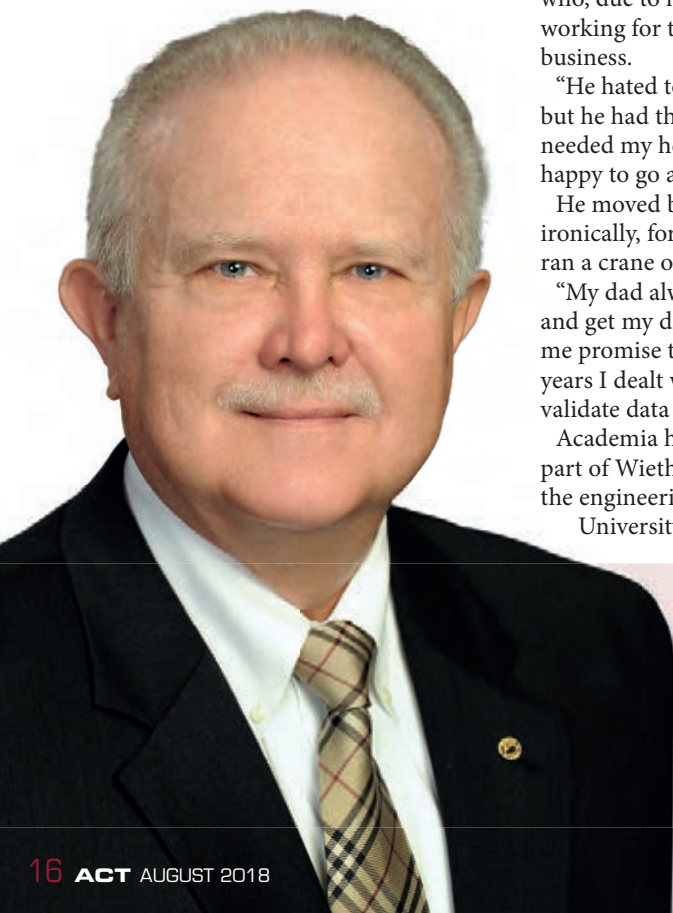
52 weeks to August 2018



In his pursuit to make crane operations safer, **Jim Wiethorn** researched more than 1,000 crane accidents. And in the process earned his Ph.D. **D. Ann Shiffler** reports.

Jim Wiethorn's storied career in the crane industry officially began in 1987, right after he started working for Haag Engineering. "Five days after I started a tower crane collapsed in Dallas," said Wiethorn, Principal Engineer, Crane Group chairman and chairman of Haag Engineering, a failure and damage consulting firm. "That's when I realized this was what I wanted to do." Deconstructing crane accidents to determine what happened and why it happened became his career mission. Today he is the world's foremost expert in construction failure analysis and damage assessment.

Wiethorn is as engaged in the business



The crane

of analyzing crane accidents today as he was 30 years ago, and his passion for researching, cataloging and dissecting accidents has led to a wealth of crane industry research that has revealed many important conclusions.

He has used this data to make the crane industry safer, and all the while, he recently earned his Ph.D.

On May 18, 2018 Wiethorn, or should I say Dr. Wiethorn, participated in The University of Texas Cockrell School of Engineering graduation ceremonies. He was honored that he was asked to give the commencement address.

"You've probably never attended a graduation where the speaker graduates one week and attends his 50th high school reunion the next week," he told fellow graduates in his charming southern drawl.

A promise made

Earning a Ph.D. has always been on Wiethorn's bucket list. He actually started working on his doctorate in 1975, shortly after earning his master's degree. But then he received a call from his father who, due to health issues, needed his help working for the family's construction business.

"He hated to ask me to leave school but he had three major projects and he needed my help," said Wiethorn. "I was happy to go and help."

He moved back home to Waco, and ironically, for the first nine months he ran a crane on a bank job.

"My dad always wanted me to go back and get my doctorate," he said. "He made me promise that I would. Through the years I dealt with a lot of professors to validate data and those sorts of things."

Academia has been an important part of Wiethorn's life. He serves on the engineering boards of both Baylor University, where he earned his

Bachelor's degree, and The University of Texas, where he earned his Bachelor's, Master's and Ph.D. degrees.

"Everyone kept asking me when I was going to go back and finish my doctorate," he said. "I realized I didn't have an excuse."

Admitting that he is a "pack rat," Wiethorn had cataloged all of the crane accident data he had gathered through the years. In 2014, he published *Crane Accidents: A Study of Causes and Trends to Create a Safer Work Environment*. The study chronicled more than 500 crane accidents from 1983 to 2013.

"My direction in this industry has gone from the curiosity of why things break to why can't we fix this and change it so the people understand why the accident happened and know how to prevent it," he said. "My next goal was to grow that information to be able to prevent more of these accidents."

Using the original study and adding data from 500 additional crane accidents, Wiethorn had the basis for his dissertation. Through the process, University of Texas Associate Professor Fernanda Leite, Ph.D., PE, M.ASCE, became his doctoral supervisor. A native of Brazil, she teaches construction safety and conducts research at the Cockrell School of Engineering. She was keenly interested in the data Wiethorn had gathered.

Teaming up

Leite and Wiethorn will be issuing numerous papers based on Wiethorn's crane accident research.

"When you mix crews or have people who haven't worked together the odds of an accident happening sky rocket," he said. "We found out many things that I didn't know. We are looking at this study as a composite of 10 different categories. We've actually plotted out the effects of

“ I think that around 70 percent of the accidents where you have a damaged load or damage to the crane can be solved by geometry. ”

JIM WIETHORN, Ph.D., PE, Chairman, Haag Engineering

doctor

operator accidents and the introduction of crane operator certification. The statistics start to drop.”

Wiethorn and Leite will discuss many of these conclusions at the SC&RA Crane & Rigging Workshop in Louisville, KY in September. Their presentation is titled “The Hazards of Service Providers.” They will review what contributes to accidents and discuss how to reduce risk.

“We will present information that is very valuable, particularly to those who rent cranes,” Wiethorn said. “There are going to be some surprises and some conclusions the industry isn’t aware of.”

Much of the presentation will center on mixing crews who haven’t worked together, safety talks, pre-lift meetings and miscommunication between crane rental firms and their clients.

I have met with Wiethorn several times since I became editor of *ACT*. Many times, we’ve reported on his speeches at industry events, and he has been a valuable source for our articles and the industry in general.

For this interview, we talked at length over the phone back in early July, with me peppering him with all sorts of questions. His answers are compelling and interesting beyond measure.

WHAT ARE THE MOST IMPORTANT CONCLUSIONS THAT CAN BE DRAWN FROM YOUR RESEARCH INTO CRANE ACCIDENTS?

Basically, I think there are two things. Number one is that there are more injuries and fatalities of people not associated with the lift than people associated with the lift.

Number two, because we are getting into more sophisticated analytics, we could see that there is a lack of interaction between the service providers and crews that go out. The key issue we are running into is that we need to do something about jobsite communications. A lot of accidents would not have happened had there been better communications between the crews and the service providers.

MUCH OF YOUR LIFE’S WORK HAS CENTERED ON FAILURE ANALYSIS AND DAMAGE ASSESSMENT. WHAT IS IT ABOUT THIS WORK THAT KEEPS YOU ENGAGED?

First of all, it’s my total fascination

Pictured at his commencement ceremonies, Jim Wiethorn and University of Texas Professor Fernanda Leite, Ph.D., PE, will present “The Hazards of Service Providers” at the SC&RA Crane & Rigging Workshop in September.

with cranes. Having grown up in the construction business and having been involved in cranes almost my entire life, I have to say I love this industry. I love the people, I love the machines. My goal was to make the industry safer.

When I realized I could really contribute and by seeing the results of my analysis, it made me want to do more.

It’s also the people, the crane manufacturers, the crane owners, the lift planners and the people out in the field. We all have a common interest: Improve safety. Reduce accidents. Accidents are going to happen so let’s try to control them as best we can and keep people educated about safe operation. Let’s make sure these workers return home safely every evening.

YOU HAVE REVIEWED MORE THAN 1,067 CASES INVOLVING CRANE FAILURES, BOTH NATIONALLY AND INTERNATIONALLY. WHENEVER A CRANE FAILURE OCCURS, WHAT IS INVOLVED IN DECONSTRUCTING WHAT HAPPENED?

I’ve been in over 138 trials and over 400 depositions dealing with crane-related issues. Deconstructing an accident involves a process. Sometimes you use a variation of a process.

I think that around 70 percent of the accidents where you have a damaged load or damage to the crane can be solved by geometry. That’s why details and dimensions are so critical. We can use 3D laser scanning and spherical 360 photography to capture the entire site. We can measure very precisely the boom angle, the rope that was out, all of these things.

Dimensions are first and you have to get there early so people aren’t moving things around. Early on there’s a story [that is unfolding].

Then you have to look up at the history of what happened leading up to the accident. What were people doing, and what did they say happened?

You start with geometry then you see what everyone was doing. The quick



scenario is that you get the dimensions and go through the operational issues and statements. It becomes pretty clear what happened.

I still talk about that crane accident on 91st street in New York City. The crane fell one way but the headache ball was on the other side of the tower. Using geometry, you realize that the ball came off before the crane fell.

You found the ball and you knew how far it was from the crane. It paints a really clear picture. The crane was two-blocked. The boom sheave had a very definitive impression created by impact with the headache ball, which proved the crane was two-blocked.

You have to follow the dominoes. That’s the great thing about engineering. When you set those dominoes up, one has to fall behind the other. People come up with theories about accidents but I just follow the dominoes. If A hits B, do they have similar impact points? It’s pretty straightforward.

OSHA IS GETTING CLOSER TO A RULE THAT WILL REQUIRE CRANE OPERATOR CERTIFICATION. WHAT WILL IT TAKE FOR THIS TO GO IN EFFECT IN NOVEMBER OF THIS YEAR? DO YOU THINK IT WILL HAPPEN OR DO YOU THINK WE WILL SEE ANOTHER DELAY?

You have got to have it, mandatory operator certification, there is no question. My recommendation is that it’s not just in construction. We need it in the oil field, in the refineries. Everyone who

is operating a crane should be certified. If you are going to operate a crane you have to have the basics. You have to understand the basics of what you are doing. OSHA actually referenced my study.

I personally think this is going to be it, and they are finally going to do it. I think they understand the plight of the industry that we can't go with a certification for every crane that the operator operates or may operate. It's an idea, and maybe it is a good idea, but it's also unrealistic. The way it is set up was done by industry professionals who understand the difference and the different requirements.

Yes. I do think it will go through. I certainly hope it will. But then you never know about government. It's been a long road [to get to mandatory certification] for sure.

DO YOU THINK MANDATORY CRANE OPERATOR CERTIFICATION WILL MAKE CRANE OPERATIONS IN GENERAL SAFER?

Yes. But that doesn't mean that it's the only thing. Crane operator certification is the first step. Now we need to teach the operators and lift directors and

riggers how to work together. The communications, between all those parties, is why we have accidents and why we don't have accidents.

You can't expect someone to do something if you don't tell them what you expect.

Everyone has to be on the same page. We are getting into communications slowly but surely. It's going to take more training to make the industry safer.



Wiethorn said he doubted fellow graduates had ever attended a graduation where the speaker gets his Ph.D. one week and attends his 50th high school reunion the next week.

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

We have a house down on the beach in Galveston, TX, where we spend a lot of time. It's where I wrote my dissertation. I really enjoy the beach life and spending time there with my wife.

My wife and I enjoy traveling, and we are going to start traveling more.

I read a lot. I also enjoy reading about cranes. It's not work to me. ■



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Crane climbing

The Liebherr tower crane was erected last spring as a permanent instructional tool for apprentices and operators.

Training staff and work crews recently completed a bottom-climb test of a new Liebherr 85 EC-B5 tower crane at the Operating Engineers Training Institute of Ontario (OETIO) campus in Oakville.

It was the first time the exercise was done.

The yellow, 9-story crane will enable apprentices and tower crane operators to be trained in top- and bottom-climbing procedures.

The crew involved in the bottom-climb test included instructors from the OETIO, apprentices, Local 793 member Mark Forbes of Morrow Equipment Company and representatives of the company.

Training asset

The crane was erected in the spring and a permanent six-story steel support structure was built around the base in May. The support structure was designed by Mark Wojick from Burrell & Associates Inc.

The structure is necessary for the tower crane to be raised and lowered, like it would be on a worksite.

Crews spent several weeks erecting vertical columns and then attached beams on the structure. Flooring was installed on several levels along with a staircase.



Helping in the bottom-climb test of a new 85 EC-B5 tower crane at the OETIO campus in Oakville, Ontario were (from left, front row) Perry Kanturek of Morrow Equipment; Walter Hollasch, Dave Workman, Claudio Montesano, Joe Dowdall, Brian Alexander, Steve Delaney (from left, second row) Eric Hoeksma, John Devries, Ross MacRae, Michael McIntyre, John Armstrong, Avery Moodie, Luke Kennedy, Luca Pascale (from left back row) Craig Giles, Adam Knapp, Randy Mitchell and Collin Brooks.

The steel support structure enables the crane to be raised and lowered, similar to what would happen on an actual worksite. A top-climb test of the crane was done in April.

The crane has a lifting capacity of 5,000 kilograms and is equipped with an extra-large cab for training students.

The crane extends three floors higher than the surrounding steel structure. It is now operational and instructors at the OETIO are developing a curriculum to train tower crane apprentices and operators in top- and bottom-climbing procedures.

First of its kind

The OETIO is the only training center that offers top- and bottom-climbing crane procedures. The crane is now in working order and being used to train apprentices.

“Having this crane at the OETIO campus in Oakville will benefit students and operators who want and need to be trained in top- and bottom-climbing

“ Having this crane at the OETIO campus in Oakville, Ontario will benefit students and operators who want and need to be trained in top- and bottom-climbing procedures. ”

MIKE GALLAGHER, Local 793 business manager, Oakville, Ontario, Canada



procedures,” said Local 793 Business Manager Mike Gallagher. “It will enable them to be trained in these procedures in a safe environment.”

Gallagher said the crane was purchased and installed because the union wants to ensure the OETIO remains a world-class training facility.

The union wanted to ensure that OETIO remains a world-class training.

“By purchasing and installing this crane, we are really showing a commitment to our industry and our contractor partners,” he said. “We are always looking for ways to improve our training and offer new courses to members that are relevant to the industry. By investing in equipment such as the new tower crane, we can continue to train apprentices and operators and contribute to the growth and prosperity of the construction industry in Ontario.”

Long overdue training

Local 793 Director of Training and Apprenticeship Joe Dowdall, who worked as a tower crane operator, said it’s important that preparations for top- and bottom-climbing a crane are done according to the instructions in the crane manufacturer’s manual and also that post-op procedures are followed.

“Crane operators and apprentices are the ones who sit in the crane after it has been raised and are responsible for its safe operation,” he said. “They need to

understand the importance of ensuring that all aspects of the climb have been followed. They need to understand what areas on the crane or tower they need to inspect during daily operations as well. This type of training is long overdue and I’m very happy that we now have a tower crane and structure where we are able to perform this type of training.”

Dowdall said he’s pleased at how smooth the crane could be bottom-climbed within the climbing frame and how it was top-climbed when a section was inserted to increase the height of the tower.

“The hydraulic system worked effortlessly and we were able to raise and lower the crane to the desired height without any problem,” Dowdall said.

Dowdall also said he is confident the OETIO will have the best training curriculum developed soon so that apprentices and operators are trained to the highest standards for the industry. ■

EDITOR’S NOTE

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Jump up!

The **ACTTOWERCRANE50** shows slow but steady growth in all categories. **Hannah Sundermeyer** reports.

BY NUMBERS

TOWER CRANES

1,941

BRANCHES

251

EMPLOYEES

9,264

Largest tower cranes (by capacity)

2018 RANK	COMPANY	LARGEST TOWER CRANE	CAPACITY (MT)
1	J.F. Lomma Inc.	Favco M1280D	96
2	Morrow Equipment	Liebherr 710HC-L	64
3	Maxim Crane Works	Wolff 1250B	60
4	Bigge Crane & Rigging	Comedil CTT721	40
5	United Crane & Rigging	Terex Peiner SK 575	35
6	ALL Family of Companies	Potain MR 608	32
7	P&J Arcomet	Potain MR 608	32
8	Stafford Crane Group	Terex Peiner SK 575	32
9	RMS Cranes	Potain MR 608	32
10	Oxford Builders Supplies	Terex Comedil CTL 630	32
11	SkyCrane Limited	Sun STT-753	32
12	B&G Equipment	Peiner SK 575	32
13	Wolffkran	Wolff 355 B	28
14	Crane Tech Solutions	Jaso J560	24
15	Blue Hat Crane	Linden Comansa 21LC550	20
16	Guay Inc.	Terex Peiner SK 415-20	20
17	Compass Equipment	Potain MD 485B	20
18	Custom Service Crane	Wolff 8033.20	20
19	Connelly Crane	Terex Peiner SK 415-20	20
20	Allied Crane	JASO J300 N	16
22	Bigfoot Crane	Potain MDT-219	10
23	Creative Lifting	Saes TLS-65	8

When you look up into the sky, it's hard not to notice the tower crane booms dominating urban horizons. North American city skylines are decorated with tower cranes hard at work on a variety of projects. *American Cranes & Transport's* annual **ACTTOWERCRANE50**, featuring 23 companies, has grown by exactly 158 units since 2017 and by 300 since 2016.

Notable changes this year on the **ACTTOWERCRANE50** is the omission of Allegiance Crane & Equipment, JayDeeContractors and A Quick Pick Crane & Rigging. However, our list increased by three companies in 2018 with the addition of B&G Equipment Supply with 24 tower cranes in its fleet, Allied Crane with 14 cranes, Wolffkran with 12 cranes, Krans Inc. of Central New York with three cranes and Crane

>26

2018 ACTTOWERCRANE50

2018 RANK	2017 RANK	COMPANY	COUNTRY	NO. OF DEPOTS	NO. OF EMPLOYEES	SCOPE OF OPERATION
1	1	Morrow Equipment	USA	23	358	Worldwide
2	2	Maxim Crane Works	USA	52	3,500	National
3	3	Bigge Crane & Rigging	USA	17	956	National
4	4	ALL Family of Companies	USA	38	1,600	National
5	5	P&J Arcomet	USA	4	58	Worldwide
6	6	Creative Lifting Services	USA	1	22	National
7	14	Stafford Tower Crane of America	USA	1	70	Worldwide
8	9	RMS Cranes	USA	42	1,500	National
9	7	Bigfoot Crane Company	Canada	2	20	National
10	10	Oxford Builders Supplies	Canada	3	50	National
11	11	J.F. Lomma Inc.	USA	8	163	Worldwide
12	12	Blue Hat Crane & Equipment Rental	USA	6	92	National
13	13	Skycrane Limited	Canada	2	12	Worldwide
14	15	Guay Inc.	Canada	20	500	National
15	16	Compass Equipment	USA	4	50	National
16	NEW	B&G Equipment Supply	USA	6	105	National
17	17	United Crane & Rigging	USA	2	60	Regional
18	NEW	Allied Crane	Canada	1	14	National
19	NEW	Wolffkran Inc.	USA	2	7	Regional
20	18	Custom Service Crane	USA	5	45	Regional
21	19	Connelly Crane Rental	USA	3	47	National
22	NEW	Kranes Inc. of Central New York	USA	1	10	Regional
23	NEW	Crane Tech Solutions	USA	2	25	Regional

Tech Solutions with a fleet of two cranes.

In 2016, the **ACTTOWERCRANE50** index was changed from total capacity of crane fleet to size of fleet. We made this change for a number of reasons, namely because of the differing methodologies each company used to calculate total capacity. Fleet size offers a more equitable comparison and better represents the state of the crane market.

The **ACTTOWERCRANE50** changed significantly in 2016 and 2017 after Maxim Crane Works acquired AmQuip, Coast Crane and Essex Crane Rental. This gave Maxim a boost to Number 2,

where it has stayed the last two years.

In 2018, the most notable ranking shift was Stafford Tower Cranes, which jumped up from 14 to 7. Today the company has 65 tower cranes in its fleet as compared to 32 units in 2017.

Since 2016, the number of people employed by the **ACTTOWERCRANE50** has grown by 2,204 workers. This year, with 9,264 employees, the future appears to be bright for the tower crane industry as the market shows continual improvement. An aging workforce and skills gap are not affecting the tower crane sector that grew by 896 workers

since last year.

Morrow Equipment is still Number 1 on the list with a whopping 666 tower cranes. Morrow's fleet size increased slightly this year from 658 units in 2017. Morrow Equipment has held the Number 1 spot in our **ACTTOWERCRANE50** since its inception in 2005.

The second-place spot is again held by Maxim Crane Works with 350 units, up 33 tower cranes from 2017. Rounding out the top five are Number 3 Bigge Crane & Rigging and Number 4 ALL Erection with 210 and 94 tower cranes respectively. The Number 5 spot belongs to P&J



NOBODY OWNS THE SAFEST GEAR ON THE JOBSITE. THEY RENT IT

SENIOR CONTACT	WEBSITE	LARGEST TOWER CRANE IN FLEET	LARGEST TOWER CRANE CAPACITY (MT)	NUMBER OF TOWER CRANES IN FLEET
Christian Chalupny, president	morrow.com	Liebherr 710HC-L	64	666
Bryan Carlisle, CEO	cranerental.com	WOLFF 1250B	60	350
Weston Settlemier, president and CEO	bigge.com	Comedil CTT721-40 B	40	210
Michael L. Liptak, president	allcrane.com	Potain MR 608	32	94
Stephen Jehle, president	pjarcomet.com	Terex Peiner SK 575	32	93
Will Webb, president	creativelifting.com	Saez TLS-65	8	75
Patrick Stafford, president	staffordcranegroup.com	Peiner SK 575	32	65
Mike Appling, CEO	rmscranes.com	Potain MR 608	32	50
Ryan Burton, managing partner	bigfootcrane.com	Potain MDT-219	10	48
Mike Demelo, VP of equipment operations	oxfordbuilders.ca	Comedil CTL 630	32	39
James Lomma, president	jflommainc.com	Favco M1280	96	38
Henry Volante, director, tower crane operations	bluehatcrane.com	Linden Comansa 21LC550	20	37
Jim Howard, president	towercranes.net	Sun STT-753	32	29
Jean-Marc Baronet, president	gruesguay.com	Terex Peiner SK 415	20	26
Kelly Hadland, CEO	compassequipment.com	Potain MD 418	20	25
JR Moran, director of crane operations	bgequipmentsupply.com	Terex Peiner SK575	32	24
Joe Mirabile, general manager	unitedcraneandrigging.com	Terex Peiner SK 575	35	22
Derek Kasa, manager	alliedcraneltd.ca	JASO J300N	16	14
Duncan Salt, head of sales	wolffkran.com	WOLFF 355 B	28	12
Randy Huffman, vice president	customservicecrane.com	WOLFF 8033.20	20	11
Michael A. Connelly, president	connellycrane.com	Terex Peiner SK 415-20	20	6
Neil Keukelaar, president	kranesinc.com	Potain MDT302	16.5	3
Robert Kohler, vice president	cranetechsolutions.com	JASO J560	24	2

Arcomet with 93 tower cranes in its fleet. Every company on the list previously has increased their fleet sizes since this time last year.

In terms of the largest capacity cranes on the list, J.F. Lomma leads the pack. Lomma's Favco M1280D has a capacity of 96 metric tons. Other large capacity tower cranes include the 64-metric ton Liebherr 710HC-L, the 60-metric ton Wolff 12508 and the 40-metric ton Terex Comedil CTT721. The complete list is on page 23.

American Cranes & Transport sent out our annual **ACTTOWERCRANE50** survey in late June 2018. Survey forms

were due back July 12. But you can request and submit a the survey form any time of year.

This year the ACT team made a bigger-than-ever effort to increase the number of companies on the **ACTTOWERCRANE50**. We created a database of 91 companies that we know have one or more tower cranes in their fleets. The problem is getting these companies to realize the value in filling out our survey form and submitting their information. As ever, we will continue to try to get this list to its rightful size of 50 companies. ■

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 2019 survey, please e-mail: D. Ann Shiffler at d.annshiffler@khl.com or Hannah Sundermeyer at hannah.sundermeyer@khl.com.

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Honing in

Rough terrain OEMs are refining their designs and making these cranes safer and easier to operate and transport.

With more than 500 rough terrain cranes in its fleet, San Leandro, CA-based Bigge Crane & Rigging is keenly aware of the market for these “worker bee” cranes. While the market for these cranes has ebbed and flowed, Bigge’s Joe Nelms said that demand for RTs has been steadily growing in all markets for the past two decades.

“We find there is demand for rough terrain cranes in all sectors of the industry with civil and renewable energy being at the forefront of the growing demand,” he said.

For the most part, demand for RTs is pretty consistent, although lower oil prices over the past three years impacted sales and rental markets in the upstream energy sector. But there are signs this market is coming back, and crane rental companies are on the verge of updating their RT fleets.

Nelms said Bigge plans to purchase cranes in this class, without a doubt. As far as the capacity class that’s the most popular, the higher capacity RTs have become the market sweet spot. Anticipating this, the OEMs have

responded with new models in these capacity offerings.

“There is no doubt that the 75-ton to 130-ton capacity range is where the bulk of the demand resides,” Nelms said.

When Liebherr decided to re-enter the rough terrain crane market, it was decided that the first model for the U.S. market would be the 100-ton capacity LRT 1090-2.1. Since it was rolled out at ConExpo in 2017, Liebherr has been marketing this crane to all the traditional RT markets. The ALL Family of Companies pre-ordered 15 machines, three of which have been delivered, according to the company.

Manitowoc recently unveiled the prototype of a new 165-ton RT at its Crane Days event in early June. The Grove GRT9165 will be the longest reaching, highest capacity rough terrain crane in the company’s RT product line. The GRT9165 features a 205-foot six-section, pinned boom, which is five feet longer than the closest competing model, the company said. Manitowoc also makes the 150-ton RT9150E.

Tadano and Link-Belt also have higher capacity RTs in their product ranges, including the 160-ton capacity GR-1600XL and the 160-ton Link-Belt RTC-80160 Series II. Terex’s largest RT is the RT 130 with a 130-ton capacity.

This month, *American Cranes*



& *Transport* asked rough terrain crane manufacturers to submit specifications and information on a rough terrain crane model that they would like to highlight to our readers.

Terex RT 100US

The 100-ton capacity Terex RT 100US model offers a five section, fully hydraulic boom that extends 154 feet. The RT 100US has three boom modes, including the unique synchronized boom mode, in addition to strength and stability modes.

Designed for easy operation, the Terex RT 100US rough terrain crane features a proven control system with integrated diagnostics, an ergonomic cab design with 18-degree tilt and an easy to access flat deck for safety, according to Mark Elton, chief engineer, rough terrain cranes.

Operators can access lift information through the IC-1 control system, which delivers precise and smooth control of swing movements and gives operators access to real-time information for quick diagnostics in the field, according to Elton. The setup of joystick functions can be configured to the operator’s own preferences.

The Terex RT 100US rough terrain crane was designed to be cost effective to transport and operate. It has a narrow width of just 9.8 feet and removable



The 100-ton capacity Terex RT 100US features a 154-foot boom and was designed for easy operation and transportability. It features Terex’s new IC-1 control system.



The 75RT is the first Link-Belt crane model to showcase V-CALC or Variable Confined Area Lifting Capacities, which provides more selectable outrigger configurations by allowing outrigger beams to be setup in pairs either from side-to-side or front-to-rear.

Link-Belt 75RT

Link-Belt's 75-ton 75RT features outstanding reach for its tonnage class, according to the company. It transports fully loaded with counterweight under 100,000 pounds, and under 90,000 pounds without counterweight. A six-speed transmission on the 75RT is powered by a Cummins Tier 4F QSB 6.7 270 hp (201 kW) diesel engine.

The 75RT has a five-section 38 to 142 foot full-power formed boom. To simplify lifting, only two extend modes are offered: EM1 and EM2. A two-piece (35 to 58 feet) and three-piece bi-folding fly (10 to 35 to 58 feet) are available, for a tip height of 208.7 feet. The matching main and auxiliary winches have 18,603 pounds of maximum line pull and a maximum winch speed of 485 fpm.

Pulse 2.0 is Link-Belt's next evolution of its patented crane operating system. Featuring intuitive design, it has a 10-inch screen. Pulse 2.0 has added programmable features for greater customization, and it can be updated and serviced remotely. The system includes a Wi-Fi hub and uses the serial number of the unit to determine whether any updates are available, and downloads/installs to the appropriate controls.

All electrical and hydraulic components coming into the cab are bulk headed for "plug and play" assembly. The 75RT camera vision package enhances on-board site monitoring and includes cameras for viewing to the right side of the upper, the main and auxiliary winch, as well as one for backing up.

The 75RT is the first Link-Belt crane model to showcase V-CALC or Variable Confined Area Lifting Capacities. This feature provides more selectable outrigger configurations by allowing outrigger beams (either fully retracted, intermediate or fully extended) to be setup in pairs either from side-to-side or front-to-rear. Once outriggers are set, the Pulse 2.0 system provides an outrigger configuration that provides different previews representing workable areas, indicating a percentage of the crane's available capacity. The system also previews the next five radiuses for that

counterweight, which allows it to be trailered without weight and width restrictions in most situations.

Tadano GR-1200XL

Tadano's newest rough terrain crane, the 120-ton capacity GR-1200XL, was developed to meet customer demands in industrial energy sites that require easy maneuverability in compact spaces and high lifting performance under tough conditions. The GR-1200XL has the largest maximum lifting capacity in Tadano's two-axle RT line. The strong and light high-tensile, steel-rounded boom features a single telescopic cylinder. The crane has a 184-foot lifting height and a 144.3-foot load radius. Extra reach is provided by a jib which extends the lifting height to 241.4 feet with a load radius reaching 153.8 feet.

The GR-1200XL compact carrier is almost the same size as Tadano's GR-1000XL. This compactness provides high maneuverability and easy transportability.

With conventional cranes, outriggers extended to their maximum length provide uniform, circular rated load capacity footprint over 360 degrees of slewing angle. However,

Tadano's newly developed Smart Chart, a safety device and control system, can achieve a square-shaped rated load capacity footprint with extended "corners" over the outriggers that increase the load radius depending on the degree to which the outriggers are extended.

The GR-1200XL comes equipped with Tadano's Eco-Mode fuel monitoring system that reduces fuel consumption when the crane is being operated. Positive Control reduces fuel consumption when the crane is on standby.

Using Hello-Net telematics, users can monitor their crane activity, work history, machine position data and maintenance information with computers and mobile devices. Through this system, Tadano offers advanced customer support.

The GR-1200XL features Tadano's new Smart Chart that can achieve a square-shaped rated load capacity footprint with extended "corners" over the outriggers.



given boom angle. Upon selection, Link-Belt Pulse 2.0 will provide a live view of the work area.

The 75RT has multiple transport options to accommodate road laws. The 75RT has an overall height of 12 feet 2.3 inches and can be driven right off a conventional lowboy trailer, assemble counterweight and be ready to go to work, Link-Belt said.

Another feature of the 75RT is the evolution to a 24-volt electrical system from a 12-volt. The wiring is a Controller Area Network (CAN bus) system, but the increased voltage on the unit yields the ability to multiplex with modules placed near dedicated functions like outrigger beams and winches. In total, there are five modules located throughout the machine that allow for crane functions to continue working in instances where other modules are being diagnosed or serviced.

Grove GRT8100

The Grove GRT8100 was designed and built for productivity on the jobsite with a 154-foot, five-section main boom and a tilting cab. The 100-ton capacity model comes standard with Manitowoc's Crane Control System (CCS), which offers operators among the most intuitive interface on the market, the company said.

The GRT8100 was one of the first cranes to emerge from Manitowoc's Product Verification Center (PVC) to ensure quality and reliability. Each component in the crane has undergone the kinds of extreme heat, moisture and other environmental scenarios seen only on the toughest jobsites, Manitowoc said. That dedication to ensuring quality and reliability has paid off – since its release, the GRT8100 has been adopted in the field for a wide variety of strenuous applications, including bridge building, power plant construction and frack well drilling, Manitowoc said.

To stand behind this new level of reliability, Manitowoc has introduced a warranty program for the GRT8100 (and the entire GRT series). The move is a reflection of increased customer uptime, reduced maintenance and better user experience provided by Grove RTs, Manitowoc said. The program consists of a two-year standard warranty on newly ordered cranes, complemented by three additional tiers of extended coverage for three, four and five years.

"At Manitowoc, continuous improvement and innovation are at the heart of our production process," said John Bair, product manager for rough terrain

To stand behind a new level of reliability, Manitowoc has introduced a warranty program for the GRT8100 and its entire GRT rough terrain crane series.



cranes. "Like the entirety of our Grove rough-terrain line, the GRT8100 stands as evidence that the program is working."

Liebherr LRT 1090-2.1

Liebherr re-entered the United States' rough-terrain market at ConExpo in 2017, and the first units are already working at jobsites across the country. The LRT 1090-2.1 blends the latest in safety with the reliability and innovation for which Liebherr is known, the company said.

Historically, from the 1980s to mid-90s the Liebherr portfolio included a range of rough-terrain cranes, then known as LTL-cranes. These cranes had a lifting capacity of 25 to 80 metric tons. The company ceased production to grow its crawler and all-terrain markets.

The development of the new generation of LRT Liebherr rough-terrain cranes was guided by extensive market surveys

and analysis into the requirements for modern RT cranes, particularly in North America. The focus was on safety and ease of operation, the company said.

The 100-ton capacity LRT 1090-2.1 measures 12 feet 8 inches in height and 10 feet 10 inches wide. It can be transported on public roads with a low loader. Their curb weight is less than 121,000 pounds, with complete equipment including ballast or under 88,000 pounds or without ballast or equipment for low cost transport. The outrigger pads, which remain inside the width of the vehicle, contribute to this, since they do not have to be removed for transport.

The LRT 1090-2.1 features a 154-foot telescopic boom. Its telescoping system consists of a two-stage hydraulic cylinder with a rope extension mechanism.

A second winch and the rooster sheave are included as a standard feature on the

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The Liebherr LRT 1090-2.1 features a 154-foot boom. The telescoping system has a two-stage hydraulic cylinder with a rope extension mechanism.

basic machine for two-hook operation. As an option, a 34.5 to 62-foot double folding jib can be installed on the telescopic boom. It can be attached at an angle of 0, 20 or 40 degrees.

Liebherr's exclusive VarioBase outrigger monitoring system enables each support to be extended to a different length while automatically delivering support status information to the operator. It's ideal for maintaining safety and flexibility in the tight spaces often encountered in today's urban and industrial jobsites. It also allows for greater capacity when lifting over the supports.

The flat deck, electrically extendable cab platform, and multiple ladders minimize the risk of fall injuries. Controls are intuitive and easy to understand. The attachment of the counterweight and installation of the jib are fully monitored by the crane during setup.

The LRT 1090-2.1 cabin, which was designed for operator comfort and



productivity, is wider than other standard cabins on the market, Liebherr said. It can be tilted backward to provide greater comfort when hoisting loads to great heights. The user-friendly controls make the crane easy to handle, allowing the crane operator to concentrate on the main focus of his job, working with the crane and the load, according to Liebherr. A cooler and USB charging socket are

standard features in the cabin.

There are ladders, a large number of handles and an electrically extending platform on the cabin to ensure safe access to the crane. The new LRT cranes feature a wide range of storage boxes for accessories, rigging equipment and support timber as standard features. The cranes also have a storage bin for the crane hook.

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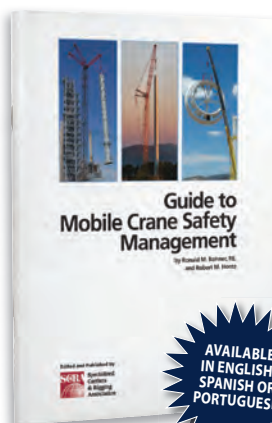
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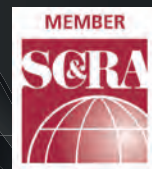
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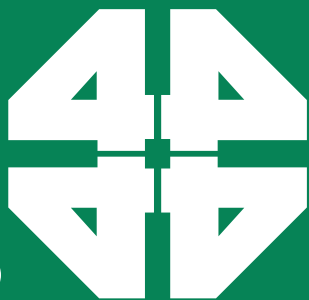
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Never ho-hum

ACT's annual roundup of specialized rigging projects that required expert know-how and extraordinary engineering.

In the realm of specialized rigging, everyone seems to be interested in what everyone else is doing. That's why *American Cranes & Transport's* Project Focus articles are so popular. These job roundups allow companies that provide lifting, rigging and specialized transportation to showcase some of their most intricate and compelling projects.

This month our focus is on specialized rigging. With these types of projects, new equipment is often created to meet a specific need, or everyday equipment is altered or used in conjunction with other equipment. The creativity and ingenuity required for these projects is a lesson in thinking outside the box.

Dryer installation

A 55-foot gap in the transport path provided Burkhalter an opportunity for engineering innovation in order to set a 380,000-pound Yankee dryer. The Burkhalter team mobilized in-house equipment and support personnel to offload, transport, translate and set the Yankee dryer onto bearings at its final location. Burkhalter crews utilized a combination of tools to accomplish the challenging feat. Burkhalter used 56-foot

Burkhalter used a SPMT and its 500-ton capacity J&R Engineering gantry to install a Yankee dryer.

barge ramps to create a navigable pathway for a SPMT to move the dryer onto a 70-foot jumper bridge and traverse over to the elevated concrete machine foundation. Steel mats that were 30 feet in length were used to cantilever a few feet beyond the width of the concrete machine foundation to allow room for the last axle of the SPMT.

Further challenged by the structural weakness of the path of the gantry track, Burkhalter used additional 30-foot steel mats to span the loadings of the gantry track to a strong area above the columns. This allowed Burkhalter crews to seamlessly transport the dryer to an awaiting 500-ton J&R Engineering Lift-N-Lock hydraulic gantry system and translate over to the final location and set onto the bearings.

Burkhalter utilized existing specialized rigging and transport equipment to overcome challenges, increase safety and ultimately reduce the client's work schedule by three days.

Outside the building, Grubb's 300-ton capacity Liebherr LTM 1250-6.1 lifted the stator off the runway and set it directly on a trailer.

Stator refurbish

A power station in Virginia contracted with W. O. Grubb to remove a 70-ton generator stator that needed refurbishing. W.O. Grubb's team devised an innovative and economical solution that minimized impact on the facility.

The first idea was to take the stator out through the roof, but this option would have required cutting a roof opening that would need to be temporarily sealed while the stator was being refurbished and the use of a large-scale crane to lift it out.

W.O. Grubb's solution was to erect a temporary elevated runway and jack-and-slide the stator through the side of the building, where a significantly smaller crane could be used to lift it onto the transport trailer.

"Our ability to complete the job while leaving the roof intact enabled us to be awarded the job over our competition," said Keith Rind, Grubb's vice president of major projects.

The stator had to be jacked up and spun in place to align it with the skewed jack and slide path. The path was carefully chosen and laid out for the stator to narrowly fit between the building





Bay Ltd. uprights refinery column

Bay Ltd. used a Manitowoc 21000 with a wheeled Maxer to lift a 626-ton CDHDS column at a refinery in Corpus Christi, TX.

Due to a limited amount of space, Bay's team utilized its Transporter Mounted Tailing System (TMTS), known as "Dino," to erect the vessel. For lifting the column, Bay engineered, fabricated and tested a custom modular spreader bar system as the primary spreader bar, according to Ruben Calderon, project manager.

"We purchased Holloway's Hammerhead Plasma 12-strand slings for the top and lower rigging of the primary spreader bar in order to allow for maximizing capacity with a lower weight for rigging than conventional wire rope slings," Calderon explained.



columns. The runway consisted of one of Grubb's 6-foot 5 inch by 60-foot-long barge ramps, with its jack and slide system mounted on top.

Once the stator was properly oriented, the barge ramp was set with a two-crane lift using a mobile crane outside the building and the facility's overhead crane inside the building. The inside end of the runway was fed underneath the jacked-up stator and set on the elevated stator foundation.

The outside end of the 58-foot runway span was supported 20 feet above grade on pipe stands and mats. With the runway in place, the stator was jacked onto the slide system and then slid through the wall opening.

Once the stator was outside the building, Grubb's 300-ton capacity Liebherr LTM 1250-6.1 was waiting to lift it off the runway and set it directly on an over-the-road trailer.

The clearances were very tight with the building columns. Grubb also had to contend with proximity to power lines that were energized while the adjacent generator remained in operation.

After the stator's refurbishment was

complete, the process was reversed to reinstall the stator and get the unit back up and running.

Precast lifter

Mi-Jack's Travelift RTG and autospreader are playing a key role in handling precast guideway segments on the new Honolulu Authority for Rapid Transportation's (HART) 5.2-mile Airport Guideway and Stations project.

The joint venture design and construction team established a precast yard for production of the precast box girder superstructure sections and called on Mi-Jack to supply the gantry crane, an MJ85 HD, and to design and build a specialized autospreader to handle the unique and varied guideway bridge segments.

"Mi-Jack's engineers were tasked to develop a new autospreader (lifting beam) to lift the precast concrete bridge sections," said Mike Lanigan, Jr., sales manager for Mi-Jack. "At first this task seemed straight forward but turned into a very complex job."

The bridge sections are part of a series of new elevated guideways for the Hawaiian mass transit system. The project consists of thousands of interconnected bridge sections. The autospreader had to be designed to lift each bridge section that could vary in size, weight and physical

The Mi-Jack Travelift RTG and custom autospreader lifts bridge sections at the Honolulu Authority for Rapid Transportation's 5.2-mile Airport Guideway and Stations project.



dimensions. Some sections could be as large as 30 feet long and weigh as much as 70 tons.

“What made this job complex is how the bridge sections had to be lifted and the different shapes of the bridge sections,” Lanigan said.

Mi-Jack’s solution was the development of a triple beam autospreader that can eliminate manual operations and securely handle each of the precast box girder superstructure section’s unique characteristics: predetermined lifting points; different lengths, widths and weights; and lifting points that are not level and not always of the same geometry. In some cases, the edges can be beveled or square or both. The lifting positions are not always on the same plane, and just to add interest to the lift, some segments’ dimensions are designed not to be square.

“We are quite proud to have provided such a complete solution to expedite the handling of such a large project,” said Lanigan. “By the time this project is complete we will have helped to save thousands of hours in material handling.”



Servo Press installation

Indianapolis, IN-based Cardinal Contracting recently installed a 2,200-ton Servo Press for a manufacturing facility. Diamond Heavy Haul of Shandon, OH handled the transportation of the press, while Cardinal Contracting unloaded, installed and aligned the bed, slide and crown.

Cardinal used a bevy of equipment including a Scheuerle SPMT Light, a 500-ton capacity Lift Systems 34PT500LT Power Tower gantry, a 400-ton capacity Lift Systems 34PT5400LS Power Tower gantry, a 75-ton Lift Systems Mobilift crane and a Versa-Lift 40/60 heavy duty rigger truck. The bed weighed 330,000 pounds, the slide weighed 286,000 pounds and the crown weighed 370,000 pounds.

Edwards Moving & Rigging received two 640,000-pound combustion turbines, offloaded them from a rail car and placed them onto a deck barge using a barge crane. They were barged to a port in the Great Lakes region. Using a 12-line Goldhofer SPMT, Edwards offloaded (RORO) the first turbine and transported it to a waiting 16-axle HD railcar. Edwards’ 700-ton capacity J&R Engineering gantry system and four 175-ton Power Links were used to offload the turbine from the transporter to the rail car. The second turbine went to storage to load at a later date.



Press replacement

Movement of large and oversized objects are a challenge that can be overcome with strategic planning and specialized rigging equipment. Many times, accessibility is limited, space is tight and traditional lifting equipment, such as a crane, just won’t work.

M-L Holdings Crane Group company Chellino Crane, and its Alternative Movement Division (AMD), recently helped a customer in Illinois with such a challenge. The customer had a 200,000-pound press that needed to be replaced quickly and efficiently to minimize downtime.

Chellino Crane and AMD used its 500-ton slide system to carefully slide the huge press 100 feet out of the building.

Using a 450-ton capacity Grove GMK 6400, the press was then loaded onto a modular transport trailer and taken off site. In reverse order, the new press was then slid back into position and installed, allowing the customer to resume production.

With a fleet of SPMTs, gantries, slide systems and custom-engineered products,

AMD is providing alternative movement solutions for all M-L Holdings Crane Group customers.

Pre-cast infrastructure asset

Shuttlelift recently delivered two 180,000-pound capacity Shuttlelift DB 90 rubber-tired mobile gantry cranes to Oldcastle Precast, a premier provider of engineered building product solutions for infrastructure projects. Each DB 90 features custom spreader assemblies, allowing them to lift a wider variety of construction components and to handle future needs in the transportation market.

Based in Perris, CA, Oldcastle Precast specializes in precast/prestressed bridge girders.

“The investment in the two Shuttlelift DB90 gantry cranes allows us to lift a wider variety of product and has given us the versatility needed to become more efficient in our staging and loading area,” said Scott Hicks, Oldcastle site manager. “The added capacity, along with the quality and reliability of the Shuttlelift cranes, is something we didn’t have with our older off-brand gantries.”

Shuttlelift engineers designed custom spreader assemblies to maximize the cranes’ ability to work independently or in tandem for current and future projects.





These Shuttlelift rubber-tired gantry cranes are equipped with additional features and options. The cab is mounted on the lower side beam opposite the engine compartment with a custom stair system to make entering and exiting the cab easier. Low mounted hoists, linkage-less steering, and the remote diagnostic feature all minimize maintenance costs while maximizing production time.

"We were seeing increased demand for a gantry crane with 90-ton capacity," said Brock Rubens, director of industrial sales at Shuttlelift. "Instead of just offering our 110-ton capacity machine we wanted to design the DB90 in order to offer our customers a solution at a value that was more in line with the capacity they actually need."

With a maintenance-friendly design, reliable engineering and service support, the Shuttlelift gantry cranes will aid in the continued success of Oldcastle for years to come, the company said.

Shuttlelift engineers worked with Oldcastle to design custom spreader assemblies to maximize versatility and the cranes' ability to work independently or in tandem, ensuring that the DB90 mobile gantry cranes can assist in current and future projects.

Dryer switch-out

Irving Equipment used a 350-ton capacity LP350 Hydra-Slide low profile hydraulic skidding system to change-out a 55-ton Yankee dryer at Irving Tissue in New Brunswick, Canada.

Both the old and new dryers were 12 feet 5 inches in diameter and 13 foot 4-inch long cylinders. They had 4-foot-long shafts sticking out of either end.

The scope of work presented four standout challenges: travel route, second floor location of the dryer, floor strength

ML Holdings' Alternative Movement Division used a jack and slide system and a SPMT to replace a press in Illinois.

and tight confines for blocking up the loads, according to Ryan Long, Irving Equipment operations manager.

In addition to the LP350, Irving employed an Enerpac EVO power pack system and four 50-ton capacity jacks for vertical jacking of the dryer and a pair of 8-ton capacity Broderson carry deck cranes for material handling. A 250-ton capacity Liebherr LTM1200 all-terrain crane was used to hoist the Yankee dryer off the second-floor temporary mezzanine that the dryer was slid out onto.



Since the dryer was a primary component of an in-line paper machine, it was deeply embedded within the plant. The project team would need to make three directional changes and three elevation changes to avoid existing infrastructure.

>42

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“As the dryer was on the second floor of the plant, in order to get it to ground level a temporary mezzanine was designed and installed outside of the plant at the same elevation as the sliding system, and the back wall of the plant was removed,” Long said. “This allowed us to slide the dryer completely outside of the building and onto the mezzanine before lifting it off with our Liebherr LTM1200.”

Early on it was determined that the concrete floor of the building could not support the heavy dryer system. To mitigate this, a steel grillage system was engineered and installed to bridge the floor between supporting columns under

the floor for the entire route.

Since the dryer removal was part of a larger overall shutdown, the grillage system had to be installed in a sequence that didn't impede that scope of work.

The underside of the installed dryer was approximately five feet off of the floor, which meant a lot of blocking was needed when lowering it down to the floor.

To overcome this, Irving's Mike Neill hatched the idea for a ratcheting jack-post design that eliminated the need for blocking.

The dryer's three directional changes were at 31 feet, 38 feet and 135 feet increments, with the challenging elevation changes along the way. The slides took place across two 12-hour shifts.

Outside, the Liebherr LTM1200 lifted the dryer using a Modulift spreader beam beneath the hook and slings basketed around the dryer shafts. The paper machine was shut down while the dryer was being replaced.

■ >45

Irving Equipment used a LP350 Hydra-Slide system to change out a dryer. Other equipment included an Enerpac EVO power pack system, four jacks and two Brodersen carry decks.



Mexico challenge

International Industrial Contracting Corporation recently finished the installation of a four-press automated tandem press line in a plant in Central Mexico.

Due to limited real estate for staging and sub-assembly of the press components, the project involved close coordination with the press manufacturer's transportation logistics team. Each of the four presses had to be shipped in a "just in time" fashion according to the order of assembly so the schedule could be met without interference to production activities.

The gantry was a Riggers Manufacturing 600-ton system and the jacking system consists of an Enerpac 100-ton in a four of six jack series.



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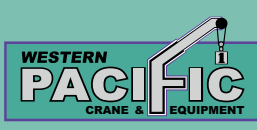
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Precision lifts

Strand jack systems play a critical role in bridge building.

Once completed, the new Gerald Desmond Bridge Replacement Project in Long Beach, CA will be the second-tallest cable-stayed bridge in the U.S. It will have the highest vertical clearance of any cable-stayed bridge in the nation.

Positioning the pier decks called for patience and precision. Bigge Crane and Rigging used Enerpac's strand jack technology to lift the decks into position over a 10-hour period.

Built in the late 1960s, the Gerald Desmond Bridge is in urgent need of replacement. It stretches over the entrance to the Inner Channel of the Port of Long Beach, the second-busiest container port in the U.S. When the bridge was built, cargo ships were one-sixth the size they are today. While the Port's outer harbor docks are handling huge cargo vessels, the bridge prevents large cargo ships from reaching the inner harbor.

The new bridge features a cable-stayed design based on two 515-foot concrete towers that transition from an octagonal base to a diamond shape at the top. Forty steel wire cables will connect each tower to the bridge deck in a fan-like pattern. The longest cable will be 573 feet.

Bigge's task was to lift the 1.35-million-pound pier tables for each of the two towers to form the east and west ends of the 2,000-foot main span. In preparation for the positioning on the pier tables, four-column falsework was installed on each of the two towers. Bigge used Enerpac strand jacks to lift the pier tables.

"The strand jack is perfect for this kind of job," said John Levintini, Bigge's project

operations manager. "It would have been impractical to use a crane given the size and weight of the pier table. The strand jack is the best choice in terms of both lifting capacity and cost."

Post tensioning principle

The strand jack lifting technique originates from the concrete post tensioning principle. A strand jack can be considered a linear winch. In the strand jack, a bundle of steel cables, or strands, are guided through a hydraulic cylinder. Above and below the cylinder are anchor systems with wedges that grip the strand bundle. By stroking the cylinder in and out while the grips are engaged in the anchors, a lifting or lowering movement is achieved. Enerpac has refined the strand jack technique making it easier to deploy and manage with automated locking/unlocking operation, as well as enabling precision and synchronous lifting and lowering by a single operator. Telescopic strand guide pipes, and "palm trees" prevent bird caging and allow easier cable management. Heavy lifts of thousands of tons are possible using strand jacks.

"Strand jacks pack tremendous lifting capacity into a small footprint," said Mike Beres, sales director, Americas, Enerpac Heavy Lifting Technology. "Moreover, the system software can control up to 60 jack/pump combinations so the potential for large-scale synchronous lifting is quite scalable."

Enerpac HSL 5000 strand jacks, each with 48 strands, were used to lift the steel framework pier table positioned around the base of the tower onto the four-column



falsework. Synchronized controls allowed all four jacks to lift simultaneously, ensuring the structure remained balanced. Each incremental lift was 18 inches, with the entire lift of the pier table taking 10 hours. Bigge synchronized the lift through a strand jack computer.

"The lift was straightforward. However, maneuvering the pier table into its final resting position on the falsework was a delicate operation – the final alignment was coordinated with the strand jack and visual feedback by engineers on the piers," Levintini said.

Installation of the pier tables took place during April and May. First, one pier table was installed, then the four strand jacks deployed to the falsework on the other tower for the second pier table lift.

With the east and west towers' pier tables in position, the first cable strands have now been installed. Following the removal of the falsework, cranes will be lifted onto both pier tables to begin the balanced-cantilever construction of the main span. Bridge segments will be added symmetrically on both sides of each pier table, extending toward each one's respective end bent (where the main span meets the approaches) and the center of the bridge over the water. ■



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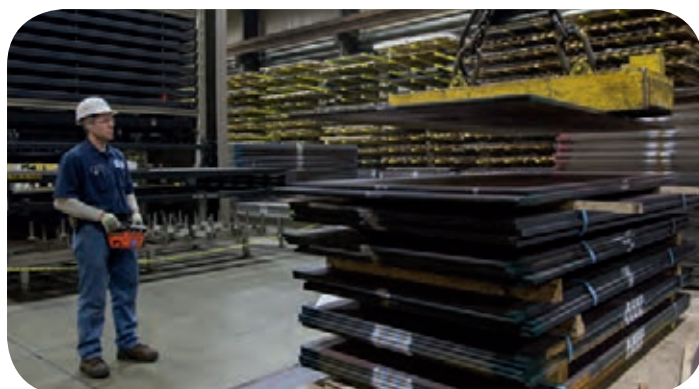
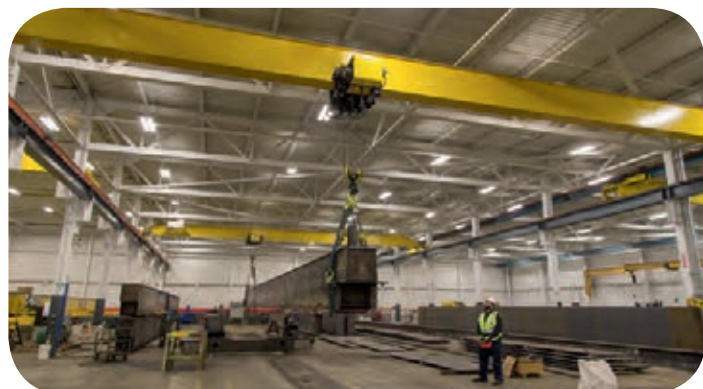
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Control options

Remote controls are ideal for a myriad of crane and rigging applications. **Hannah Sundermeyer** reports.

From driverless vehicles to robots that can weld huge components independently, the realm of automated technology is advancing rapidly. As this applied science evolves, the crane and rigging industry is seeing more cranes and related equipment operated by remote control, especially for hyper-specific applications. Increasing stability, safety and efficiency, remote control systems are taking heavy machinery operations to new heights.

At its June Customer Days event in Germany, Liebherr demonstrated several cranes using remote control capabilities. According to Liebherr, all mobile cranes equipped with the LICCON2 control system are programmed to be operated via remote control. That includes all LTF-cranes (truck mounted), all LTR-cranes (telescopic boom crawler cranes), the compact crane LTC 1050-3.1 and the complete range of LTM-cranes (all-terrain), with the exception of the LTM 1400-7.1, LTM 1500-8.1 and LTM 11200-9.1.

"LICCON2 is Liebherr's mobile crane control system that allows for easy and economical operation via complete radio remote control of the crane," said Wolfgang Beringer, sales promotion, Liebherr-Werk Ehingen. "Apart from the appropriate software in the crane, all that is needed is a console with two master switches, into which the BTT (standard) is plugged in. A major advantage for the crane operator is that the console can also be used for other cranes with the LICCON2 control system which are programmed for radio remote control."

The LICCON 2 crane control system can automatically interpolate the load charts for the outrigger position and slewing angle and also gives individual outrigger pad load readings as the crane is operated, thus ensuring safe and easy operation even in constricted work areas where full outrigger extension is not possible.



At its Customer Days event, Liebherr demonstrated several remote controlled cranes using its LICCON2 system.

While small, one-man operated cranes lend themselves to remote controlled operation, larger cranes are now utilizing remote controls for assembly and rigging.

"The cranes control LICCON as well as the extension for remote control is developed by Liebherr in-house," said Klaus Weckenmann product manager, Liebherr-Werk Ehingen. "This is all from one source. So, we can develop, adapt and test without a third party. Another important advantage is that we can grant long term spare parts supply, which may not be possible, when you depend on an external supplier."

Altec's latest

Altec has impacted the remote control realm with its own system designed for boom trucks.

"Altec's radio remote displays the same critical information that operators have come to rely on with the Altec Load Moment and Area Protection System (LMAP)," said Dan Brock, Altec's crane market manager. "The same layout of information from the LMAP is visible on the portable remote which can be used when running the machine from the ground or from an elevated position. The information displayed on the remote increases the situational awareness of



operators, improving overall jobsite safety, productivity and operator convenience."

This remote features a large and easy-to-read full color display that shows unit configuration, outrigger position, load capacity, slew angle and jib and platform installation. These critical parameters inform the operator of the unit's configuration, enabling the safe and productive use of the machine. In addition, the user-defined settings such as engine speed, function speed and emergency stop are positioned to allow seamless operation when transitioning from the lower controls to the remote.

"For Altec, by and large the most prolific use of radios is for platform work via one of our boom trucks or a dual-rated unit like the AC40-152S or AC45-127S," Brock said. "The new radio with display provides that critical information to operators controlling the machine at height via the radio."

Effer articulating cranes, which are distributed by Altec, also have the option of radio control. The radios are fully proportional and allow for smooth



The evolution of remote control solutions has led to increased demand, according to HBC-radiomatic.

operation of the unit from the ground, the bed of the truck or via a platform for working at height. One of the many benefits of using radio remotes is to be able to operate from a position that provides the best point-of-view of the load being handled.

A wide spectrum

HBC-radiomatic products control a variety of cranes including overhead cranes, tower cranes, self-erecting cranes, mobile truck cranes, all-terrain cranes and rough terrain cranes. In addition, HBC also has products for controlling transport systems, trailers, dollies, lift trucks and gantries. HBC-radiomatic controls are used in a broad range of industries, including mining, manufacturing, oil and gas, entertainment, utilities, construction, agriculture, transportation, automation and logistics, among others.

According to Altec, the most prolific use of radios is seen in platform work conducted by boom trucks. Pictured is the AC40-152S model.



"We do see a higher demand for radio remote controls. The safety initiatives that are driving the industry have increased this demand," said Jeff Allan, CEO, HBC-radiomatic. "The use of radio remote controls removes the operator out of the potentially hazardous or fixed area and provides them with the visibility to see the load, to see the operating area and maintain the equipment from the best vantage point."

As radio control technology evolves, operators will be provided with a rich set of features beyond the intrinsic advantages associated with operator safety and added productivity. Remote control solutions

will continue to expand, Allan said.

"The applications for radio remote controlled cranes or equipment today are virtually limitless," Allan said. "The capability of today's radio remote controls can offer the same amount of control as if the operator were in the cab or at the control station. The operator will have the same amount of machine feedback from the equipment via multiple types of feedback from a display screen, LEDs, audible or haptic feedback and even live video feedback."

"The biggest advantage to having all of this in the operator's hands will allow them to physically position themselves in the safest area with the best possible vantage point for the work being performed," Allan continued. "Also, this will allow the operator to inspect the rigging and improve communication on the jobsite."

Magnetek solves Summit's challenges

Wathena, KS-based Summit Truck Bodies custom designs trucks used for service and maintenance of heavy equipment.

Magnetek stepped in when Summit needed a remote control solution that offered longer battery life and a stable platform for its service truck cranes. Magnetek's challenge was to incorporate compact transmitters and custom engineer miniature joysticks. The solution was the Magnetek Mini-PGT transmitter that enables finer, more precise movements.

Simultaneously, Magnetek also began developing a smaller, "mini" product that could be integrated into Summit's truck control systems due to backwards compatibility with full-sized PGT transmitters.

Two Mini-PGT transmitter types were designed for Summit's applications: a primary package and a retrofit package.



The Mini-PGT allows for smooth operations of Summit service truck cranes.

A key asset

Most of the gantries and specialized lifting equipment produced by Lift Systems and Riggers Manufacturing have a remote control option, according to Ben Forster, vice president. When asked about how many customers opt for remote-control options, Forster, said, "It depends on the customer and their application, and their operational philosophy."

Forster said that remote control applications are especially important on jobsites where there might be more operational risk than normal, and when having personnel too close to the load poses a threat.

Remote control is an asset for jobs that require optimal viewing of the load. ■

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An extra set

F.A. Wilhelm Construction solves a jobsite signaling issue.

F.A. Wilhelm Construction – a general contractor and construction manager headquartered in Indianapolis, IN – specializes in multi-story high-rise building construction. The company often self-performs concrete, masonry and steel construction, in addition to many other specialty trades.

“Self-performing is another way to

demonstrate accountability and achieve the best value for our clients,” according to the company’s website. Hand-in-hand with that is F.A. Wilhelm’s cornerstone value on safety. As a charter member of the Coalition for Construction Safety, the company participates in safety initiatives related to employee training, project safety planning, subcontractor safety and more.

Recently, on a multi-story construction

project in downtown Indianapolis, Wilhelm’s tower crane operator had a problem with visibility. The operator was lifting structural components and building materials on the site using a Terex Peiner SK 315 hammerhead tower crane.

Operating at a height of approximately 240 feet, blind spots were an issue. More importantly, the risk of human error involved in multiple people signaling a lift from the ground to the tower crane operator presented the critical need for a solution that would assist the entire crew.

Hook camera solution

A HoistCam HC190 camera was purchased and installed on the tower crane hook.

“Operator visibility will be limited, if not nil, with respect to the loads they’ll be working with,” said Randy Miller, equipment manager. “Prior to choosing the HoistCam HC190 camera, we had utilized multiple signal people on the ground, which introduces the ability for human error.”

Miller chose the HC190 model with a dual 150-foot antenna cable kit. The antennas are mounted at the jib tip and at the cab. This feature is important on tower cranes in order to provide a strong camera signal in an environment where jib lengths are very long.

The HC190 features Pan-Tilt-Zoom (PTZ), allowing the operator to adjust the view from the cab using a joystick. It also features day/night vision for improved clarity in changing light conditions.

In researching wireless camera technology options, Miller carefully studied the documentation provided by Netarus representatives. He wanted a keen understanding of exactly how the application would function from the operator’s perspective in the tower-crane cab. He said he appreciated the instructions and flexibility illustrated in the detailed system diagrams, which helped in his product decision-making.

Complements ground crew

The HoistCam camera does not replace a signal person, but instead complements the work of the ground crew, and allows the operator first-person visibility of the

On its Terex Peiner SK 315 tower crane, F.A. Wilhelm Construction uses a HoistCam HC190 camera to help the operator better see lift signaling on the jobsite.



of eyes

entire jobsite as well as the load being lifted in the blind. The features and benefits of the Netarus solution that were most attractive to Miller were the Bluetooth technology, battery life and the definition and clarity of the camera lens.

"Availability was a big reason, too," he said. Camera components are kept in stock at the company's Virginia manufacturing facility, allowing customized systems to be built to meet individual customer specifications and delivered and installed quickly.

"We're impressed with how the HoistCam camera offers the operator the ability to see both the load and jobsite," said Miller. "We like the system PTZ feature, which spins the camera remotely, and the added visibility of exactly how the load is being lift."

He said workers quickly saw the increase in safety and awareness that the HoistCam

camera system provides on the jobsite.

"The increased visibility fills in the gray area that hand signals leave to interpretation, and it gives the operator confidence to react when quick decisions must be made," he said.

Netarus manufactures and sells industrial-grade video monitoring solutions. The HoistCam platform suite provides remote monitoring, recording and management analytics reporting to operators and site supervisors. ■

Increased visibility fills in the gray area that hand signals leave to interpretation and gives the operator more confidence when making lifts in blind spots.



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Global Specialized Services transported a 180,000-pound demethanizer tower from Idaho to Oklahoma.

The GSS team had clear roads and good weather, not always the case in early January.



The long haul

Time crunches are a necessary evil in the realm of specialized transportation. Such was the case for Global Specialized Services and the transport of a 180,000-pound demethanizer tower that measured 162 feet long, 10 feet 6 inches wide and 10 feet 3 inches tall.

The original plan was to start the haul on December 31, 2017 to avoid holiday travel restrictions. But because the vessel wasn't ready, the transportation plan would need to be altered.

To get the tower ready for hauling, GSS prepared the saddles, welding them to the turntables and assembling the dolly system. The manufacturer of the tower was ready to load out at 6 p.m. on January 3. GSS's team wanted to get on the road as soon as possible, so they worked until 9:30 p.m. getting the vessel tied down, airlines strung out, flags and signs in place and all the related adjustments made so they could leave on schedule at 9 a.m. the next morning.

Through expert planning, the GSS team knew the first two days would be the toughest pulls for the Kenworth T800. Once they got on US 30 east of McCammon, ID it was uphill all the way to the Wyoming state line. There was also the steep Elk Mountain on I-80 to

contend with and most of the grades through the mountainous terrain were more than 2 percent.

"We were blessed to have clear roads and good weather, which is unusual for this time of year in Idaho and Wyoming," said GSS Transportation Manager, Matt Orr.

Hills and corners

Throughout the trip, some 35 corners had to be remotely steered around. Local police and sheriffs helped the crew get through narrow town streets and heavy traffic. Coordinating with these entities ahead of time made them more willing to help when the load came through their jurisdiction.

"After completing an engineered drawing of turning radii and knowing that we needed to get into the final location, a major goal of ours was to keep the overall transport length under 200 feet," said Orr. "Our way of solving this was to build high-rise saddles to get the skirt of the tower over the neck of the jeep, while keeping the vessel level for transport. We came in 8 feet 6 inches under 200 feet, which proved to be a blessing once we got to the site."

Closer to the new refinery, one corner had to be widened with dirt crews and excavating equipment required.

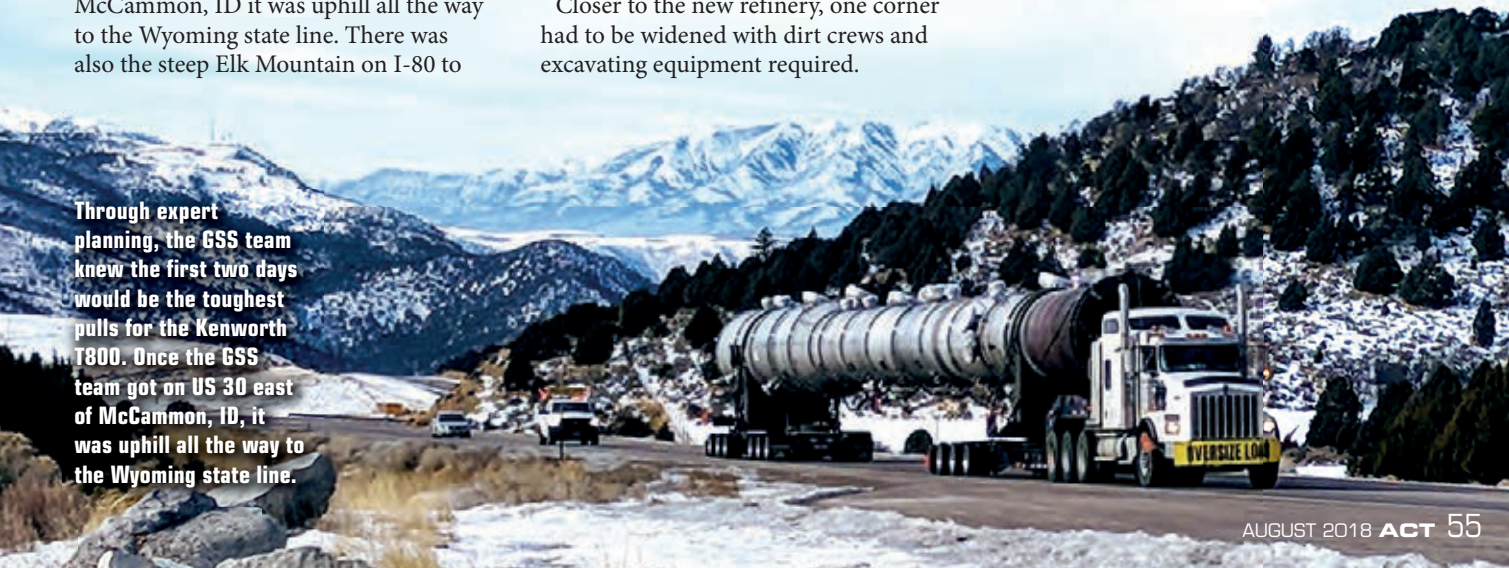
For the project GSS chose its 2016 Kenworth T800 for its powerful hauling capability. GSS created a dolly system using a 2016 XL Specialized 10-foot wide 3-axle jeep and a 2015 Trail King 10-foot wide 6-axle rear steerable dolly. The full transport had 13 axles. GSS designed and fabricated saddles that were used to clear the front of the neck on the jeep and to keep the vessel level.

The transport weight was 258,000 pounds and had an overall length of 191 feet 6 inches. Total distance travelled was 1,290 miles through Idaho, Wyoming, Colorado, Kansas and to the final site a new refinery in Minco, OK. They loaded out January 3 and arrived at the refinery on January 8.

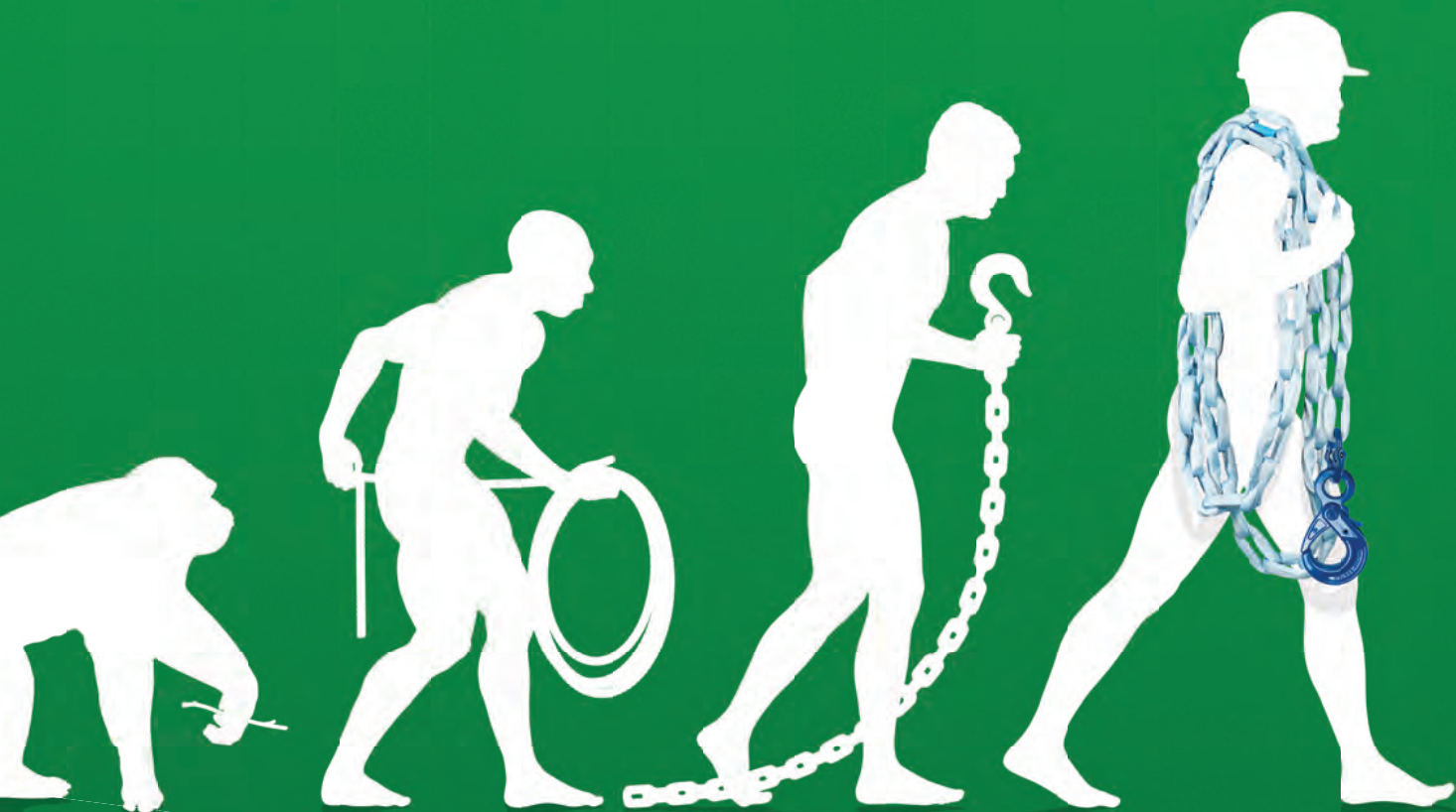
The load was a challenge for all parties but Orr said it was all doable due to teamwork.

"Everyone worked together, with the knowledge and hard-working crew, it was completed without any incidents," he said. "The manufacturer and customer on the receiving end could not be more pleased with the outstanding job done by our crew, as well as the timely delivery. This was a stepping stone for us as a company." ■

Through expert planning, the GSS team knew the first two days would be the toughest pulls for the Kenworth T800. Once the GSS team got on US 30 east of McCammon, ID, it was uphill all the way to the Wyoming state line.



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Signs of a younger workforce emerge

If preliminary CCO certification statistics for the first half of this year are any indication, there may be some reason to believe a new generation of crane operators could be beginning to emerge. That will be good news for employers who have long bemoaned the steadily aging population of crane operators.

When adjusted for recertification, fully 28 percent of the 12,347 certifications issued by NCCCO in the first six months of 2018 were to operators 30 years old or younger. That potentially represents more than 2,000 individuals entering the crane and rigging workforce for the first time or settling into a career path.

"It's far too early to tell what these preliminary statistics really mean in terms of addressing the skills shortage that has impacted this industry for so long," said NCCCO Director of Operations Joel Oliva, "or even if it's part of a trend. But it's certainly a very encouraging sign."

NCCCO has previously reported the average age of a certified mobile crane operator to be more than 55 years, and tower crane operators are on average even older.



Some 28 percent of the certifications issued by NCCCO in the first six months of 2018 were to operators 30 years old or younger.

"That's one of the prime motivators for NCCCO to remain so involved with the Lift and Move USA initiative," remarked Oliva. "Unless we can make a convincing case to youth to actively consider crane and rigging as a viable career option, the construction industry will continue to suffer."



International crane experts meet

The annual meeting of the International Organization for Standardization (ISO) committee that oversees development and ongoing revision of the international crane standard took place in June in Helsinki, Finland. NCCCO participated in the meeting in its role as the Secretariat for one of the nine subcommittees that report to the main TC 96 Technical Committee, as an official representative of ANSI, and as a member of the

U.S. delegation. NCCCO has held its secretariat role since 2012. Hosted by the national standards setting body METSTA, the Mechanical Engineering and Metals Industry Standardization, and the Finnish Standards Association (SFS), the meeting attracted delegates from all over world to review progress on standards covering all types of mobile, tower and overhead cranes, as well as wire rope, design principles and test methods.

Commissioner Spotlight: Gary Via



When an accident happens in the crane and rigging industry, it causes a ripple effect around all those who have any kind of connection with those involved. When Gary Via was just starting out as a crane operator, one such accident helped shape his career goal – improve safety both on the ground and in the crane.

"I was just starting off in the industry when that accident happened, and I questioned if I really wanted to stick with it. But I thought that I could influence change. I just hoped that I could bring one iota of improvement to the crane industry," Via said.

As a corporate sales and business development employee at Texas-based TNT Crane and Rigging, one of the largest crane service providers in North America, Via has various responsibilities. They include job site inspection, lift plans development and assisting NCCCO members with computer-aided design (CAD) while making sure they adhere to all of the requirements set forth by OSHA and customers.

Via has been in the crane and rigging industry since 1978, when he got the opportunity to work as a technical specialist for the construction company Brown & Root, now KBR. Over the years, he also worked as a Technical Specialist before settling into his current position with TNT Crane and Rigging. Via's current role allows him to travel to job sites to make sure that the job is going well and ensure TNT's IIF Safety is followed.

Via puts his four decades of experience to good use at NCCCO where he contributes as a member of the Lift Director Management Committee in addition to his Commission responsibilities.

"Knowing that they have a CCO card, a lot of people think they can just jump into the cab of a crane and start operating it," Via said. "But, it is not the card that operates the crane. It is the person who is behind the controls." Via says there's been a shift in the way that we do things. "We are teaching and mentoring our operators to first and foremost understand how to work with and set up the rigging," he said. "Then you can get in the cab of a crane and operate it with the benefit of understanding how the rigging is set for the operation."

Read more at nccco.org/via.

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Understanding new rules

Chris Nelson discusses the five changes for personal conveyance.

One of the most important issues being discussed in transportation circles recently has to do with “personal conveyance,” a term you’re likely familiar with if you operate commercial motor vehicles (CMVs). These discussions have been prompted, in part, by the fact that on May 31st, 2018, FMCSA issued new guidance regarding personal conveyance that became effective immediately.

By way of background, the previous guidance on personal conveyance was issued by the Federal Highway Administration (FHWA), FMCSA’s predecessor agency, in a memorandum dated November 18, 1996, and later published in a compilation of guidance. The guidance reiterated the basic principle that a driver in off-duty status must be relieved from work and all responsibility for performing work. It highlighted the use of the CMV as a personal conveyance in traveling to and from the place of employment. The 1997 guidance included discussion of CMVs used to travel short distances from a driver’s en route lodgings to restaurants in the vicinity of such lodgings. In addition, the 1997 guidance explicitly excluded the use of laden vehicles as personal conveyance and the operation of the CMV as personal conveyance by drivers who have been placed out of service for HOS violations. The guidance had remained unchanged since 1997.

Lots of feedback

On December 19, 2017, FMCSA proposed revisions to the regulatory guidance concerning driving a CMV for personal use while off-duty. Since that time, FMCSA received more than 380 comments from various individuals and companies, and used the feedback to

draft their newly issued final guidance. FMCSA’s final guidance applies to any driver authorized to operate a commercial vehicle for personal or non-business reasons.

It should be noted that motor carriers, at their discretion, may authorize their drivers to use a CMV while off-duty for personal conveyance. (However, they are not required to.) When this occurs, drivers are required to document such use as off-duty on their records of duty status (RODS), regardless of the method used to record the driver’s hours of service (HOS) (e.g., paper logs, automatic on-board recording device, electronic logging devices (ELDs), etc.)

FMCSA’s revised guidance focuses on the reason the driver is operating a CMV while off-duty to determine if the movement is considered personal conveyance, regardless of whether the CMV is laden. The final notice provides a variety of scenarios in the guidance as to when the use of personal conveyance is allowable, and includes passenger-carrier-specific scenarios.

Here are five changes, in no particular order, you should be aware of:

- 1 THE MOVEMENT FROM A SHIPPER OR RECEIVER TO THE NEAREST SAFE RESTING** area may be identified as personal conveyance, regardless of whether the driver exhausted his or her HOS, as long as the CMV is being moved solely to enable the driver to obtain the required rest at a safe location.
- 2 PERSONAL CONVEYANCE IS AN OFF-DUTY STATUS.** Therefore, there are no impacts to the 11- or 14-hour limitations for truck drivers, the 10- or 15-hour limitations for bus drivers, the 60/70-hour limitations, the 34-hour restart provisions, or any other on-duty status.
- 3 IF A FEDERAL, STATE OR LOCAL LAW ENFORCEMENT OFFICIAL REQUIRES A DRIVER TO RELOCATE THE CMV DURING THE 10-HOUR BREAK PERIOD** for truck drivers or the 8-hour break period for bus drivers, personal conveyance may be used to document the movement

“ It should be noted that motor carriers, at their discretion, may authorize their drivers to use a CMV while off-duty for personal conveyance. ”

4 THE DRIVER IS NOT REQUIRED TO RETURN TO THE PREVIOUS ON-DUTY LOCATION. A driver may resume on-duty status immediately after an off-duty status regardless of the location of the CMV.

5 ENHANCING OPERATIONAL READINESS (WHICH IS PROHIBITED UNDER PERSONAL CONVEYANCE) INCLUDES ON-DUTY MOVEMENT OF A CMV THAT PROVIDES A COMMERCIAL BENEFIT TO THE MOTOR CARRIER. For example, if the movement places the load closer to the destination, it may not be considered personal conveyance, except under circumstances outlined specifically in the examples provided in the guidance.

The changes listed above are simply a starting point to understanding FMCSA’s new guidance. To read the full list of changes and corresponding explanations, please visit the following URLs.

- 1** www.federalregister.gov/documents/2018/06/07/2018-12256/hours-of-service-of-drivers-of-commercial-motor-vehicles-regulatory-guidance-concerning-the-use-of-a
- 2** www.fmcsa.dot.gov/regulations/regulatory-guidance-concerning-use-commercial-motor
- 3** www.fmcsa.dot.gov/hours-service/elds/regulatory-guidance-personal-conveyance-0

For more information on personal conveyance or other issues related to transportation, contact Chris Nelson or another NBIS risk management specialist today at 1.877.860.RMSS (7677). ■



THE AUTHOR

Chris Nelson is Program Manager for Specialized Transportation for NBIS, the official

insurance provider for SC&RA. For more information please visit nbis.com.

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Engaging workers

How can you hold on to your older talent?

Most current statistics say that by 2022, around 35 percent of all U.S. workers will be over 50 years old. Ten years later, and 20 percent of all Americans will be 65 or older.

Indeed, the labor pool is aging, rapidly. But unfortunately, not enough younger workers in our industry are lining up to fill the vacancies. Given the dilemma, a recent *Kiplinger Letter* asked the obvious question: How can employers adapt as more folks are eyeing the exits?

One thing company leaders can do is literally ask their retirement-age folks what their plans are: i.e., when they plan on retiring and/or whether they'd like to stay on in some capacity, whether it be through contracting, part-time work, consulting or whatever best works for both parties.

The answer to the skilled-worker shortage certainly isn't to try and convince retiring workers to stay, but it doesn't hurt to check in with them as the emerging date looms. You might find opportunity within the challenge.

Some companies have found that flexible schedules are popular with workers who want to gradually phase towards retirement and cut back as they go – which could actually inspire certain folks to want to stay on longer, and then allows the company to maintain valuable knowledge and experience. Other companies have discovered that keeping in touch with retired employees has proven productive, and even strategic. Continuing a relationship with a valuable

worker once they're gone allows new workers to create a social bond of sorts, and even allows the company to invite the person back in for a special project or training session.

Tailored benefits

Another consideration raised by Kiplinger points to a strategy that could help companies retain workers in the 55 and up crowd: tailored benefits. Most folks entering the final phase of their careers are very interested in quality medical plans – especially between 55 and 64 (not yet old enough for Medicare). According to Kiplinger: Generous retirement plan matching also appeals strongly to those near retirement. Such perks can both keep existing workers and attract top-notch older applicants.

Ultimately, workers value benefits differently based on their life situations. Perks that might have been important in the past suddenly aren't as important (as workers age), so give employees a menu of benefits and the option of choosing the benefit that's most appealing.

Re-training older workers has also gained some traction – placing interested employees into jobs that perhaps aren't as physically demanding, or are even more enjoyable. Use training and education to increase engagement, and don't let false stereotypes hold you back from spending on employee training and education for older workers. Two popular, but false, stereotypes: Older people are resistant to learning, and it's a waste of resources to train people who are about to retire.

In reality, people who are 50 and older are more likely to stay in a job longer than people between 25 and 35. With that in mind, make sure the job fits the individual's capabilities. Where ergonomic accommodations can be made, do it. Consider accommodations to the employee's workstation if/when possible.

And employee training doesn't always have to be done in-house. Many community colleges offer classes aimed at older workers. Nearly a dozen states offer lifelong learning accounts to help fund worker education.

Moreover, mentoring programs, in addition to providing young workers with valuable knowledge and experience, tend to give workers near the end of their careers extra motivation to stay on in productive roles.

Remember, while you might implement these ideas with older workers in mind, the changes will appeal to employees of all ages. It doesn't matter why or at what age a worker wants training, scheduling flexibility or accommodation. What matters is that by offering them, you'll retain and engage the employees you have and attract top talent in the process. ■

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SC&RA responds to

Staying on track with crane operator certification.

On May 21, 2018, the Occupational Safety and Health Administration (OSHA) printed a Notice of Proposed Rulemaking (NPRM), Docket ID-OSHA-2007-0066, RIN 1218-AC86, Cranes and Derricks in Construction. The NPRM permanently clarified and extended an employer's duty to ensure crane operators are competent by means of training, certification or licensing and evaluation. Due to the complexity of the proposed rule, OSHA extended the deadline for comments until July 5, 2018.

Since the promulgation of the Cranes & Derricks in Construction Standard in 2004, SC&RA has consistently maintained the position that it has always been, and should remain, an employer's ongoing duty to train and qualify their operators. On behalf of its members, SC&RA submitted formal comments addressing specific issues within the NPRM. SC&RA stated that it supports the requirement for employers to evaluate their operators and operators-in-training; however, it does not support a prescriptive list by which employers must evaluate their operators, nor does it support the requirement for independent third-party evaluations.

"We feel that it is the employer's responsibility to make sure their employees know how to operate the piece of equipment they are assigned

to," said SC&RA's Beth O'Quinn, senior vice president, Crane & Rigging. "A certification, while it establishes minimum guidelines, does not establish that the person is qualified."

In its letter, SC&RA also supported the change of requiring crane operator certification "by type and capacity" to certification "by type and/or type and capacity." Additionally, the Association supported the requirement that a trainer should be a "qualified person" (as currently defined within the standard: Qualified person means a person who, by possession of a recognized degree, certificate or professional standing, or who by extensive knowledge, training and experience, successfully demonstrated the ability to solve/resolve problems relating to the subject matter, the work or the project). To that end, SC&RA does not support the requirement for additional qualifications, such as number of seat hours, previous operation of specific equipment, etc.

Supporting change

In a letter of its own to the OSHA Docket Office on July 5, the Coalition for Crane Operator Safety (CCOS) – a group of national labor, construction management, equipment manufacturers, insurance underwriters and accredited certification organizations dedicated to ensuring swift and effective resolution of the OSHA requirements – agreed with SC&RA in support of the change to "certification by type and/or type and capacity."

In September 2014, CCOS, of which SC&RA is a founding member, noted in a letter to then-U.S. Labor Secretary Thomas Perez: "Union and open-shop subject matter experts agree that certification by capacity provides no additional safety benefit beyond third-party verification by type." And during a March 2015 meeting of the Advisory Committee for Construction Safety & Health, CCOS noted that it was unanimously agreed to recommend that OSHA clarify the requirement for certification so that certification can be by type or by type and capacity.

The members of CCOS are united in their view that, finally, after almost



fourteen years since the Crane and Derrick Negotiated Rulemaking Advisory Committee (C-DAC) published its recommendation (July 2004), crane operator requirements should be put in place in November.

Chip Pocock, an original member of C-DAC and currently vice president, Safety & Risk Management, ASPE-South LLC, was nominated to represent the Steel Erectors Association of America in 2002 and participates in CCOS matters.

"I don't think there's any question that certification saves lives and reduces accidents – the data is clear," he noted. "I'm not going to stick just anyone in a fourteen-million-dollar machine simply because they have a CCO card. We're going to do our due diligence on this person to make sure they know what they're doing."

Ultimately, Pocock added, an OSHA citation is the least of someone's worries when it comes to liability. "So, I hope the Department of Labor comes back with something that allows folks some flexibility in how people qualify their operators – give them some general rules and guidelines as to how to qualify people and not the same thing for everyone."

James T. Callahan, general president, International Union of Operating



In its letter to OSHA, SC&RA supported the change of requiring crane operator certification "by type and capacity" to certification "by type and/or type and capacity."

OSHA

SC&RA thinks that it is the employer's responsibility to make sure their employees know how to operate the piece of equipment they are assigned to.



Engineers (IUOE), echoed a similar response in a letter to the Department of Labor/OSHA on July 5, citing some enlightening numbers.

"Based on the analysis in the rulemaking process, it is clear that the proposed rule will deliver dramatic benefits to the industry, with annual savings of 209.3 million dollars," he maintained. "Over two hundred million of that savings will be derived from avoiding injuries and fatalities. Additional savings will be derived by the avoidance of project delays, damage to cranes and structures and lost productivity from crane tip-overs.

"The industry also expects to save fifty-one million dollars in liability insurance costs by having certified operators. The IUOE reminds the regulatory and regulated community that, according to OSHA, the proposed rule would prevent one hundred and seventy-five injuries and twenty-two fatalities per year."

Scope of work

Among a substantial list of considerations, OSHA also solicited public comments about the decision not to provide more specific objective criteria for evaluation of crane operators. SC&RA supported that decision due to

Coalition for Crane Operator Safety (CCOS) members

- Associated Equipment Distributors
- Associated General Contractors of America
- Association of Equipment Manufacturers
- International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers
- International Union of Operating Engineers
- National Center for Construction Education & Research
- National Commission for the Certification of Crane Operators
- NationsBuilders Insurance Services (NBIS)
- Operating Engineers Certification Program
- Specialized Carriers & Rigging Association (SC&RA)

the fact that "one size fits all" is infeasible for companies operating within the construction industry.

"Each company has its own business model and scope of work," O'Quinn pointed out. "To require each to evaluate their operators to a list of specific criteria is impractical and will not accomplish the goals and purposes of the evaluation. For example, to require all companies to evaluate their operators on the use of jibs would be burdensome and unnecessary to companies who do not utilize jibs on their jobsites."

Additionally, OSHA is considering deleting the requirement for operator recertification every five years, and solicited public comments about whether this requirement is necessary, or alternatively, whether compliance with proposed §§ 1926.1427 (b)(5) – *Retraining*, and 1926.1427 (f)(5) – *Re-evaluation*, would be sufficient to ensure operators continue to operate cranes safely after being certified, trained and evaluated.

SC&RA does not support the deletion of operator recertification, as recertification establishes an independent and impartial baseline of ongoing assessment, and supports the employer's obligation for continuing education and training on important national industry standards and government regulations.

Looking ahead

"The next stage we would normally see in typical rulemaking would be a Final Rule," explained Graham Brent, CEO, National Commission for the Certification of Crane Operators. "But as we all know, the long and winding path that this rule has taken to this point has been anything but typical. In view of the imminent existing (November) deadline and the likelihood (acknowledged by OSHA itself in its request for an



According to the International Union of Operating Engineers, the proposed rule could deliver annual savings of up to \$209.3 million to the industry.

additional six months to prepare the Final Rule) that OSHA will not have completed its work on the rule by then, I would think the next thing we would see would be a notice from the Directorate of Construction that would postpone enforcement of the operator certification requirement."

Brent added that he thinks it's particularly important to emphasize that this requirement is coming – maybe this year, maybe next – but it's coming, "... and anyone who has not yet stepped up and met it should start the certification process without delay. Procrastination is a pretty poor reason to be shut out of work for want of a federally required crane operator certification card."

To that end, Pocock supports SC&RA's position, however it shapes out in November.

"My former boss, Doug Williams, and I were the only two members from the same company on the Crane and Derricks Advisory Committee, and we've had the pleasure of seeing how SC&RA works for the benefit of the industry and its members – and in this case, they are certainly on the right track." ■



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Heschke set to grow international markets

Trail King Industries has hired Mike Heschke as director of international market development, a newly created position to support the ongoing growth of Trail King with the addition of the Goldhofer product line. In his new role, Heschke will be responsible for managing the sales process, providing quotes and delivering technical training to the Trail King and Goldhofer sales teams.

"Mike moves into this new role after successfully managing the niche market



Mike Heschke is director of international market development at Trail King.

of governmental sales," said Rick Farris, vice president, sales and marketing. "His past experience and product knowledge positions him for success in leading our team into the international markets with the Goldhofer team."

Heschke began his career with Ti-Brook in 1988 as a welder and in 1995 he moved into sales. When Trail King acquired Ti-Brook in 1996, he joined as a product support manager. For the last

10 years Heschke has been in charge of governmental sales, responsible for developing relationships, promoting products and managing orders.

"I am excited to be working with the Goldhofer team to support both Trail King internationally and Goldhofer in the United States and Canada. I look forward to learning more about the products Goldhofer offers and training our sales team," Heschke said. "I think this is a great opportunity to elevate Trail King's offering to the market and grow the brand internationally." ■

■ Custom Equipment named **Norman Waterman** Northeast U.S. territory manager.



■ The Specialized Carriers & Rigging Foundation has awarded **Linda Martin** of Seabrook, NH, with the



2018 Terex Continuing Education Scholarship. Martin is the corporate safety director for

Bay Crane and an adjunct instructor in occupational safety. She plans to use the \$3,000 scholarship to help fund a doctorate in safety sciences.

Daseke names new CFO

Daseke has appointed Bharat Mahajan as the company's new chief financial officer. Mahajan will assume the role of CFO from Scott Wheeler, who was named Daseke's president earlier this year. Mahajan previously served as CFO for Aveda Transportation and Energy Services, which merged with Daseke in June. Mahajan, who will work at Daseke's Dallas-

area headquarters, brings the company a wealth of knowledge and experience, the company said.

"As a leader of the financial team of a publicly-traded transportation company, Bharat has a proven record of helping businesses grow while maximizing profitability," said Don Daseke, company CEO



Bharat Mahajan assumes the role of chief financial officer at Daseke.

and chairman.

"We are very pleased to bring Bharat on as our new CFO," said Wheeler. "Bharat did an impressive job while at Aveda. His work is of the highest caliber, and our values are closely aligned. He believes in building teams that make the whole organization better. He's a perfect fit to help us achieve our vision of continued growth as a leading consolidator and North America's largest owner of flatbed and specialized transportation capacity."

Mahajan's track record at Aveda included leading a team that negotiated with, acquired and successfully integrated six companies. He also helped raise revenue eightfold between early 2016 and early 2018, the company said. ■

■ **Gene DiCosta** is Empire Crane's newest addition to its New England sales team, based in Boston, MA. He has a background in internal and external sales and is excited to be joining the team, he said. "Communicating effectively with customers to meet their needs is the most important aspect of sales," DiCosta added.



■ FLS Transportation Services Limited has hired **John Leach**



as CEO. Leach joins FLS from Coyote Logistics, where he was CCO, responsible

for sales and marketing strategies and commercial growth. "I look forward to creating extraordinary value in this role as we focus on the continued growth of the company," Leach said.

Manitex adds managers

Sam Welch and **Chris Ruiz** have joined Manitex as regional business managers for its articulating cranes division. Welch has been in the crane industry since 2014, notably with Bigge Crane & Rigging and Peak Crane & Equipment. Ruiz was most recently a regional sales manager for Hiab. "We are pleased with the addition of Sam



Sam Welch

and Chris to the Manitex sales team," said Sam Rooke, product manager for Manitex. "They bring industry expertise, market knowledge and attention to customer service. Manitex is now well positioned with a strong team to drive growth in sales and distribution of Manitex articulating crane products."



Chris Ruiz

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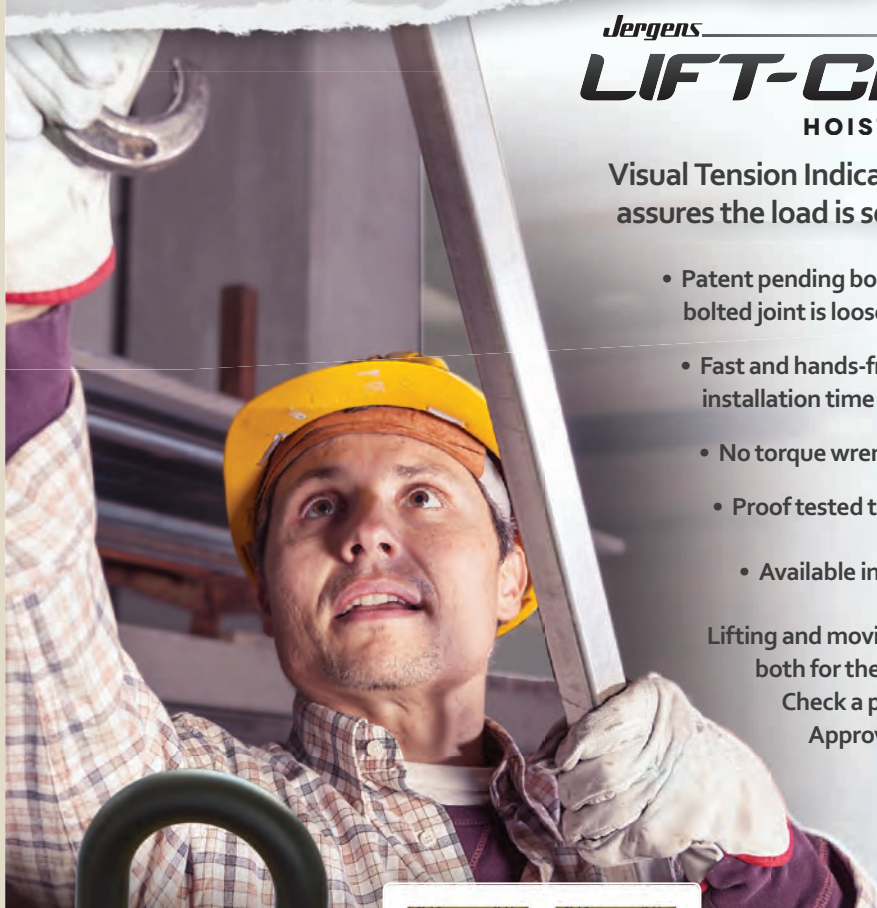
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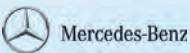
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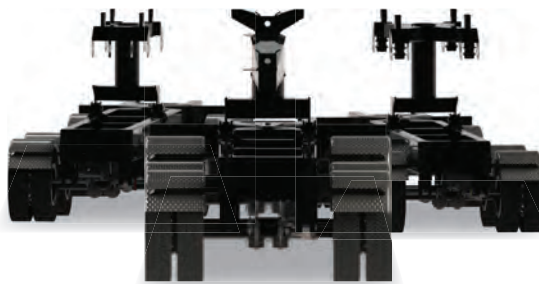
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DVIR specifics

The 411 on driver vehicle inspection reports.

According to the Federal Motor Carrier Safety Administration regulation §396.11, “A driver must prepare a driver vehicle inspection report (DVIR) at the completion of each day’s work and shall submit those reports to the motor carrier upon his/her return to the home terminal.”

It sounds simple enough. Just fill out a DVIR when you’re done working for the day and you’re good to go – Ts crossed and Is dotted. Easy, right?

Well, for the most part that’s true – and it’s pretty much that simple. That said, I do answer my fair share of questions from motor carriers looking for guidance on when and how to correctly fill out a DVIR, exactly what needs to be included on the form, and the specifics around keeping them on file.

To start, remember that a motor carrier can use any type of DVIR it chooses as long as the report contains the information and signatures required. And since §396.11 is not specific on where DVIRs need to be stored, it’s perfectly acceptable to keep them at either the motor carrier’s principal place of business, or the location where the vehicle is housed or maintained. However, it’s the motor carrier that is responsible for retaining the original copy of each DVIR, and any corresponding certification of repair, for at least three months from the date the report was prepared. (More on that below.) Motor carriers should also be certain to educate their drivers on how to properly conduct pre- and post-trip inspections, record vehicle defects, and ensure that any defects that could hinder safe operation of the vehicle are repaired prior to operating it.

To help you remember some of the basics surrounding DVIRs, here are four things to keep in mind.

1 INSPECT THESE, AT A MINIMUM.

- Service brakes, including trailer brake connections
- Parking brake
- Steering mechanism

- Lighting devices and reflectors
- Tires
- Horn
- Windshield wipers
- Rear vision mirrors
- Coupling devices
- Wheels and rims
- Emergency equipment

2 IDENTIFY THE VEHICLE, LIST ANY DEFECTS OR DEFICIENCIES, AND SIGN THE REPORT.

- The report shall identify the vehicle and list any defect or deficiency discovered by, or reported to the driver, that would affect the safe operation of the vehicle or result in its mechanical breakdown. For commercial motor vehicle (CMV) drivers, if no defects are identified during the inspection, filing a report is not required. (Passenger vehicles are required to inspect, sign and file reports.)
- On two-driver operations, only one driver needs to sign the DVIR, provided both drivers agree as to the defects or deficiencies identified.
- If a driver operates more than one vehicle/power unit (including multiple trailers) during the day, a report shall be prepared for each vehicle/power unit operated.

3 REPAIR THE VEHICLE OR CERTIFY THAT THE REPAIR IS UNNECESSARY.

- Prior to requiring or permitting a driver to operate a vehicle, every motor carrier or its agent shall repair any defect or deficiency listed on the driver vehicle inspection report which would be likely to affect the safe operation of the vehicle.
- Every motor carrier or its agent shall certify on the original driver vehicle inspection report which lists any defect or deficiency that the defect or deficiency has been repaired or that the repair is unnecessary before the vehicle is operated again.

4 KEEP DVIRS FOR THREE MONTHS.

Every motor carrier shall maintain the original driver vehicle inspection report, the certification of repairs, and the certification of the driver’s review for three months from the date the written report was prepared.

Filling out the DVIR doesn’t need to be complicated, but it does need to be completed – every single time a commercial motor vehicle, including a crane, is used. Take a moment to understand the basics and set yourself up for success. You’ll be glad you did.

THE AUTHOR



Bill Smith, executive vice president, NBIS, is an expert on risk management and safe crane operations. He was a member of C-DAC, which assisted writing the OSHA Crane & Derricks Standard.

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