

ACT

The magazine for the crane, rigging and transport industry

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A KHL Group Publication

**TECHNOLOGY
REPORT**

**Crane
cameras**

PRODUCT FOCUS

**Telescopic
crawlers**

INTERVIEW

**Kenneth
Goddard**

**Setting
columns on
Seattle's
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Rigging fix!

Official domestic
magazine of
the SC&RA



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- Ryan Harper, Fleet Manager, RMS Cranes



"20 or more feet of reach translates into a more efficient machine and saves me time and money."

"Quick jib assembly."

"Our guys rave about the greaseless boom."

"We could send this machine to 90% of what we do."

"The crane seems to cover the right capacity, has the right amount of intelligence, but still enough brawn."

***Do you think he
likes the crane?***

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Results season

Publicly traded crane companies and crane divisions posted strong second quarter growth. Sales for the Terex Cranes' business segment grew 10 percent to \$335 million and its Q2 backlog was at \$602 million, up 31 percent versus 2017. The Manitowoc Company reported second-quarter net sales of \$495.3 million, a year-over-year increase of 26 percent. Backlog totaled \$692.1 million, up 41 percent from Q2 2017. Manitex International reported net revenues for the second quarter were \$63.9 million and net revenues are up 22.8 percent. A highlight for Manitex was the \$32.7 million strategic investment by Tadano Corporation last spring.

Worldwide construction equipment sales are expected to increase 12 percent this year, following the 27 percent rise seen in 2017. This will take total sales to almost 1 million units in 2018. These are the key findings of Off-Highway Research's updated Global Volume & Value Service.

Off Highway Research reports that North America is seeing strong growth. Sales are expected to rise 13 percent to almost 200,000 units. Demand for equipment in Europe is at a good level and the market is expected to edge up to 165,000 machines. Continued infrastructure investment in China is expected to drive up earthmoving equipment sales by 31 percent. Japan is one of the few construction equipment markets not expected to grow this year. For more information about Off Highway Research's reports please email mail@offhighway.co.uk.

In 2006, I wrote my first telescopic crawler article for ACT. At the time, only Mantis (now Tadano Mantis) and Liebherr were producing telecrawlers for the U.S. market. The big news was that Link-Belt was entering the market. Today the telecrawler market may well be the most competitive sector of the crane market.

The September issue has tons of interesting stuff with articles on crane camera technology, an ASME B30.9-2018: Slings update, multi crane jobs and more. In our Q&A, Kenneth Goddard contends there are no longer "routine" jobs.

Also, this month is the SC&RA Crane & Rigging Workshop. Hannah Sundermeyer compiled our Show Guide to this event, so whether we see you there or not, there's a lot of good information about the companies participating in the Exhibit Center. The Show Guide starts on page 51.

And finally, it's Fall y'all. Let us know what's going on with your companies, people and equipment.

D. ANN SLAYTON SHIFFLER

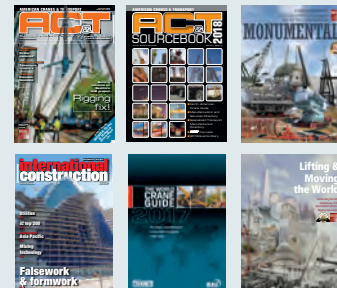
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What's in your **FLEET?**



GR-1000XL

ROUGH TERRAIN

ATF70G-4

ALL TERRAIN

Why fleet owners prefer Tadano cranes

- Lowest Owning and Operating Costs
- Access to Qualified Customer Service and Parts
- Rough Terrain Models—6 to choose from
- All-Terrain Models—7 to choose from



Omega Morgan, Apex Steel and Lifting Gear Hire collaborated to install support columns for the 2+U project in Seattle. Read our Site Report on page 34.



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

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ACT rounds up three innovative and impressive multi-crane projects.

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■ Terex Corporation reported second quarter sales of \$1.4 billion, up 19 percent over Q2 2017. Sales for Terex Cranes business segment grew 10 percent to \$335 million. Terex Cranes' Q2 backlog was posted at \$602 million, up 31 percent over 2017.

■ The Manitowoc Company reported second-quarter net sales of \$495.3 million. Q2 net sales were \$495.3 million versus \$394.6 million in Q2 2017, an increase of 26 percent. Backlog totaled \$692.1 million, up 41 percent.

■ Manitex International reported second quarter revenues of \$63.9 million, compared to \$52.1 million in Q2 2017. Net revenues are up 22.8 percent. A highlight was the \$32.7 million strategic investment by Tadano Corporation.

■ Campbell has launched new Eye Hoist Hooks that feature a heavy-duty latch and spring assembly.

Builders Transportation merges with Daseke Inc.

Daseke Inc., the largest flatbed, specialized transportation and logistics solutions company in North America, is being joined by Builders Transportation Company, a Memphis-based carrier of steel, aluminum and metal products. Builders Transportation operates a fleet of more than 300 company trucks and nearly 500 spread-axle trailers. The company is focused on traditional flatbed operations.

Daseke acquired Builders Transportation for \$53.8 million, which included \$3.4 million in Daseke stock. For the trailing 12-month period ended June 2018, Builders Transportation did an estimated \$72.4 million in revenue.

"We've had Builders Transportation on our radar for quite some time – we've been impressed with the focus and family-rooted culture of the company," said Don Daseke, CEO. "They work with A-list customers, and like our other operating companies, have a passion for their people."



New TCC-1200 from Link-Belt

Link-Belt Cranes has released an upgrade to base rating of its 110-ton telecrawler to 120-ton. The TCC-1200 offers a



capacity chart at a radius that rivals even lattice crawler cranes with a similar base rating, Link-Belt said. The new model features a full power boom fabricated from ultra-high-strength steel and made in Link-Belt's own formed boom facility. The main boom height is 40 to 150 feet long and incorporates Teflon wear pucks to eliminate boom grease. It will come with three track widths – extended at 18 feet 2 inches, intermediate at

Link-Belt's latest telecrawler has a base rating of 120 tons.

15 feet 8 inches and retracted at 11 feet 11 inches, which offers varying footprint capability in telecrawler sectors such as energy, industrial and infrastructure.

An optional wireless remote-control system is now available for the new TCC-1200 and TCC-1400. The wireless remote provides a solution for industries and other operations where required and allows the operator to be out of the cab and still have control of the crane. Shipments of the new TCC-1200 will begin fourth quarter 2018. ■

Manitex debuts CD110 industrial carry deck

The CD110 is the latest industrial carry deck crane launched by Manitex International. The 11-ton

capacity model has a 35-foot three-section boom and 53-foot maximum reach when fitted with the optional jib. Typical applications include helping out with construction, repair and maintenance work in refineries and manufacturing facilities.

"We are excited to introduce the new 11-ton machine to the market," said Beau Pocock, industrial sales manager. "The CD110 is designed around input from rental fleet owners to suit refineries and petrochemical applications. This model's compact design is also well suited for work in manufacturing maintenance and retooling projects. With 35 feet of boom, excellent on rubber capacities, along with two-position out and down outrigger configurations, this unit offers best in class load chart while remaining simple to use and cost effective."

Manitex's industrial cranes range in capacity from 10 to 30 tons. ■

The Manitex CD110 lifts 11 tons and has a 53-foot maximum reach with jib.



Hiab to purchase Effer

Hiab has entered into an agreement to acquire Effer's loader cranes business from the CTE Group for a reported EUR 50 million. The acquisition is part of Hiab's stated strategy to renew and expand its loader cranes portfolio with the aim of becoming market leader. The acquisition comes on the back of Hiab's acquisition of Argos loader cranes in Brazil in October 2017 and the renewal of its light range cranes in May 2018. With the acquisition of Effer, Hiab will complement its loader cranes portfolio and expand its range of heavy cranes, particularly in the over 100 ton segment in which Effer specializes. Effer will continue to operate as part of Hiab under its own brand and through its own dealer network.

Effer was founded in 1965 and its product range encompasses truck cranes and marine cranes. It is based in Minerbio, Italy, and the company has approximately 400 employees. Distribution is managed through a network of over 100 dealers covering 60 countries globally. According to Hiab, Effer's sales in 2017 totaled EUR 71 million and generated an operating profit of approximately EUR 6.1 million.



Effer will continue as the Effer brand.

TNT extends reach with Allison merger

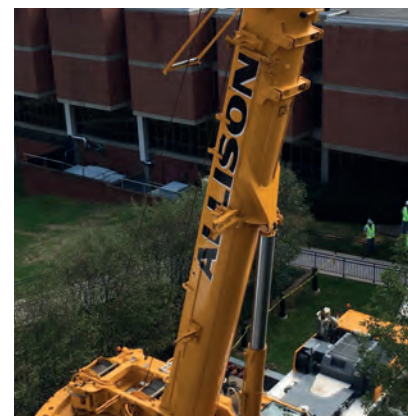
Houston, TX-based TNT Crane & Rigging has merged with Allison Crane & Rigging, based in Williamsport, PA. Financial terms of the transaction were not disclosed. Allison is a full-service mobile crane provider primarily serving the Utica and Marcellus shale basins from its Pennsylvania locations and the Permian Basin from its branch in Pecos, TX. TNT is a portfolio company of First Reserve, a leading global private equity investment firm exclusively focused on energy, the company said.

TNT now operates approximately 700 cranes through 44 branches across North America and provides full-service capabilities

With the addition of Allison Crane, TNT will have 1,700 employees and a fleet exceeding 700 cranes.

utilizing its portfolio of all-terrain, truck-mounted, rough terrain, crawlers, tower cranes, mobile gantries and rigging solutions.

Larry Allison Jr., president of Allison, will continue in his role, and serve as a significant shareholder and a TNT executive team member. Michael Appling Jr., CEO of TNT, will remain in his position. "TNT's partnership with Allison demonstrates our company's commitment to leadership in the crane and rigging industry and further strengthens our position and market share supporting the



nation's oil and natural gas resource development," said Appling. "We have an excellent relationship with Larry Jr. that we've developed over many years, and we welcome him and the Allison employees to the TNT family."

Terex ATs/crawlers combine on bridge work

With a restricted load of 80,000 pounds, the 1950s-era Minnesota Highway 24 Bridge crossing the Mississippi River at Clearwater was deemed functionally obsolete. From August 2015 to August 2017, two Terex lattice boom crawler cranes – the 165-ton class HC 165 and 110-U.S.-ton class HC 110 – were tasked with completing the lion's share of the heavy lifting to construct the new, modern two-lane highway with wide shoulders and a multipurpose trail.

The distance from road level to river was about only 55 feet, but "we only had about 50 feet of room to make a 90-degree corner to position the crane on the causeway," recalled Pat Herron, crane division manager for Landwehr, a contractor for the project. The east causeway measured about



Two Terex crawlers and an AT work at the Highway 24 bridge.

70-feet wide by 40-feet long.

"The west causeway, where the HC 165 worked from, was approximately 450-feet wide," which left about 145 feet of space in between for the river to flow," Herron said.

The bridge's four center I-beam girders were cut to a 98-foot length and weighed 42,900 tons each. The plan called for a tandem lift

between the HC 165 crawler crane and Landwehr's crane, which required working at a 120-foot radius. Landwehr assisted with the center span removal and removed four 137-foot east-span girders. "This was a job for our 400-ton AC 350/6," said Herron. This type of project was a main reason Landwehr added the AC 350/6 to its fleet.

■ Elliott Equipment Company and Advanced-Online have launched the Elliott Equipment online store. Employees, distributors and customers can purchase apparel with brands from Adidas, Nike, Under Armor, Cutter & Buck, Callaway and Columbia.

■ Leavitt's Freight Service, a specialty carrier of utility poles and engineered wood products, has merged with Central Oregon Truck Company, a member of the Daseke family of flatbed and specialized carriers.

■ Manitowoc has expanded Hayden-Murphy's coverage of Grove and Manitowoc cranes to include North Dakota. The Minneapolis-based company now offers full sales, rentals, aftermarket parts and service for the entire state of North Dakota.

■ Liebherr USA hosted its first open house at the Gillette, WY facility showcasing products from the mining, crane and construction industries.



The Addrive made light work of uphill and downhill sections of the route.

Faktor 5 and Addrive perform in Mexico

Transportes Muciño was the first heavy haul company in Mexico to use both a Goldhofer Faktor 5 and an Addrive for a project that involved transporting 13 gas turbines weighing 186 to 289 tons. The turbines were transported more than 684 miles and will be used in the construction of three power plants, including the new El Carmen combined cycle power plant in Nuevo Leon.

"With its enormous payload plus maximum load securing options for the cargo, the Faktor 5 was an indispensable helper," said Raul Cuevas, commercial director, Transportes Muciño. "With the

help of the Addrive, we were able to make the overall vehicle configuration as compact as possible and to carry out the entire project in the shortest possible time."

The roads were mostly good, but there were bridges to cross, mountains to climb and the steep descent to Saltillo. With the additional power available from the Addrive, the Muciño team were able to handle the 10 percent grades. Frequent use was made of the Bluetooth synchronization feature on the Addrive for optimum coordination with the tractor at travel speeds of up to 9 mph. Goldhofer's switchable auxiliary drive provided the

necessary additional traction on critical passages, the company said. It also made it possible to cross bridges without using tractors in order to reduce the overall weight of the configuration. The gigantic rig – some 312 feet long, 22.44 feet wide and around 17.4 feet tall – reached the various power plants without any notable problems.

"In view of the confined space on the site of the power plant, we replaced the tractor with the Addrive there," said Cuevas. "That gave us the maneuverability we needed for the extra-long rig and enabled us to achieve precise positioning."

DICA celebrates 30th anniversary

"Can you build me a better outrigger pad?" DICA founder Dick Koberg was tasked with this question 30 years ago and he set out to design and manufacture outrigger pads that were longer lasting and easier to use than plywood pads. Today DICA is a leading provider of engineered outrigger pads, crane pads and

cribbing products.

The company celebrated its 30th anniversary in June at Lake Panorama, IA, a short distance from the company's headquarters in Guthrie Center

"Making outrigger pads safer by designing products for strength, durability and ergonomics has been a guiding

principle for our company since the beginning," said Kris Koberg, CEO, and second-generation leader of the company. "Those values are central to our DNA and although our product line has grown significantly over the past 30 years, those values continue to guide our product development today."

The range of equipment that DICA now works with has changed considerably during its tenure.

"When we started out, we were focused on the utility industry and bucket trucks, because that's where the interest came from, said Dick Koberg, president, DICA. "As operators, fleet managers and safety managers in other

industries began to see the benefits of fiberglass and engineered thermoplastics over wood, the range of equipment and industries that we needed to service grew as well."



The DICA team during the 2017 ConExpo show in Las Vegas, NV.

■ Crane Service Company, based in Upper Marlboro, MD, recently ordered a Liebherr LTM 1450-8.1. The new AT will be the seventh Liebherr in its fleet. "The 1450 offers outstanding safety features combined with roadability, expedited erection and disassembly, and extended tip heights combined with a small footprint," said Brian Mazzella, vice president, Crane Service Company, a fourth-generation family business established in 1926.

MLC300: gets the job done for W.O.Grubb

W.O. Grubb reported that the Manitowoc MLC300 is gaining recognition among customers as the best crane in its class, often outperforming larger, wagon-equipped cranes. According to the Richmond, VA-based rental firm, the 386-ton crawler crane is the most requested model in its 80-plus crawler crane fleet. All its MLC300 units are already booked well into 2019.

Michelle Grubb-Solaimani, CFO of W.O. Grubb, said the MLC300 saves time and money on the jobsite for many kinds of work, including tilt-up construction.

"While performing tilt-up work, it's very common

The Manitowoc MLC300 performs tilt wall work.

to relocate a crane several times," Grubb-Solaimani explained. "By equipping the MLC300 with its VPC-MAX attachment, the crane travels easier on the jobsite and doesn't have to be repeatedly re-set up for lifts. We used to have to use cranes with counterweight wagons for these jobs, but the MLC300 can handle the work without the additional costs of transporting a wagon and all the matting work. There's a good reason why our customers now request the MLC300 by name." ■



Cappello uses first MegaMAX

Shrewsbury, MA based Cappello Heavy Transport ran one of the very first 4-axle MegaMAX double drops with steerable pin-on flip delivered to the U.S. – a unique product for North America.

Cappello recently moved a truck crane, showing some of the major advantages of the stretch deck, which is not only extremely low, a 13.8-inch ride height, but also stretches on the outside beams, so the machine could be easily driven onto the deck without use of

extra accessories or bolsters, even when extended. The deck stretches from 25 feet to 42 feet and can be lengthened additionally using extra inserts.

With its state-of-the-art king pin steering, the MegaMAX helps to access the tightest areas with heavy and over-dimensional cargo. Hale Heavy Haul carries this and many more products by Faymonville on stock and offers efficient customer service, after sales support and spare parts. ■

Cappello Heavy Transport from Shrewsbury, MA ran one of the first U.S. 4-axle MegaMAX double drops.



NTC55 doubles Crainco's productivity in LA area

Crainco Crane Service has increased productivity with one of National Crane's latest offerings, the NTC55 truck-mounted crane. Launched in 2017, the 55-ton NTC55 is an evolved truck crane "replacement" that can maneuver into the tight working quarters typically reserved for a truck crane, but with the added features of a boom truck to increase versatility on the jobsite.

Crainco is seeing that versatility in action as it uses the NTC55 for HVAC and steel work across Greater Los Angeles. To compete in such a crowded environment, the Santa Fe Springs, CA-based company needed a crane that could increase its efficiency in getting to and from jobsites. The NTC55 turned out to be the ideal solution, enabling Crainco to complete more jobs each day and boost its revenue, the company said. Eric Smith, general manager for Crainco, said his company has almost doubled its productivity since acquiring the crane earlier this year.

"We used to hit two or three jobs in a day with our taxi fleet," Smith said. "Now with the NTC55, we can finish four or five jobs in one day. This crane enables us to set up quickly in tight spaces and reach out as far as 128 feet without taking the time to swing a jib. The NTC55 has the perfect combination of capacity and reach for the kind of work we do, and it helps us to maximize our day."

The NTC55's ability to maneuver in tight working quarters comes from its modern outrigger system.



Crainco's NTC55 has a 55 ton capacity and a 128-foot reach.

The new AC 300-6

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BY TEREX

Despite good second quarter results the heavy equipment sector lost ground in mid-summer.

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.

Down is the new up

The stock markets can be fickle at times. Despite reporting its highest ever second quarter profit at and raising its full-year profit outlook, Caterpillar's share price fell a little on publication of its half-year results at the end of July.

This is often the way. The reason is that investors often anticipate the improvements that will be reported and it becomes baked into the share price. Indeed, at times they can over anticipate results, so even if record profits are announced, the share price can fall if they were not as high as expected.

Caterpillar's results did not really contain any bad news. It reports better than expected end markets, a healthy order book and backlog, and much better demand in some previously weak areas, including oil, gas and mining. It also authorized a new share repurchase program. What downsides there were in the second quarter were limited and were generally the issues

one would expect in an upturn – higher manufacturing costs, overhead and R&D spend.

Caterpillar is important because as the largest construction and mining equipment manufacturer in the world, it sets the tone for the rest of the sector. As is usually the case, the share price changes that came as it announced its own annual results were reflected across the companies which make up the ACT Heavy Equipment Index (HEI).

The last month's share price movement was not all due to investor expectations of results. Increased trade tensions and the retaliatory cycle of tariffs are becoming a serious concern for corporate America.

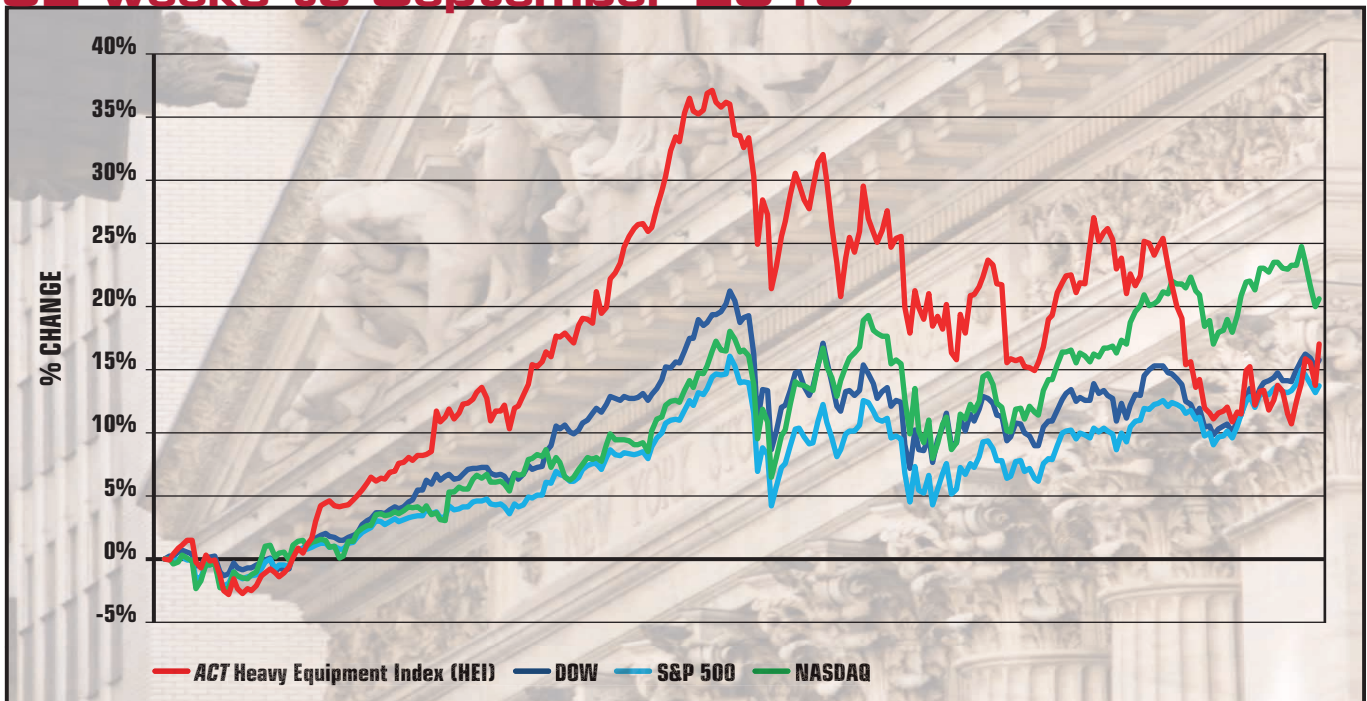
Whatever the intention is of raising tariffs, the reality is that they always increase prices for consumers and always lead to lower trade in both directions. This naturally has an impact on corporate profitability, hence the current decline in share prices.

It is not an understatement to say the current situation is a threat to both the U.S. and wider global economy. It was exactly these actions, rather than the Wall Street crash, that caused the worst effects of the Great Depression. While one would hope that today's global leaders have learned some lessons from history, they are still in danger of repeating mistakes of the past.

Although the ACT HEI has fallen along with the Dow and S&P 500, the tech-heavy NASDAQ has remained resilient. This is largely because some of the major component companies of the index have posted better-than-anticipated results – Apple and Amazon being among the two most significant.

However, there is a sense of a balancing act between the current run of good results and the downside of the tariff situation. Once results season is over it will be interesting to see which sentiment dominates.

52 weeks to September 2018



Always raising

Kenneth Goddard

contends that nothing is routine in the rigging industry anymore.

D. Ann Shiffler reports.

Kenneth Goddard is not a person who shoots from the hip. He is a purposeful, thoughtful and confident leader who enjoys the challenges that he faces in one of the most complex areas of rigging services. He has earned the respect of his co-workers, customers and industry friends through his hard work and successes performing intricate jobs.

Goddard has been working in the industry since he was in high school in the early 1970s. His father owned a rigging and transportation company in mid-Michigan where he worked summers and weekends.

"I started by sweeping the floors," he remembered. "I joined the Ironworkers in 1976, right after high school, and worked my way from being in the crew, to supervisory positions, then to project management positions and on to my current role as vice president of operations of International Industrial Contracting Corporation (IICC).

IICC is a family owned and operated rigging company that first opened for business in 1961. Today it is run by the grandsons of the founder, a third-generation owner. The company grew into its current core expertise, equipment installations and plant relocations, under the guidance of the founder's son, Douglas Jardine, and it continues to increase its annual volume every year under the direction of the founder's grandson, Brian Jardine, Goddard said.

Goddard serves as vice president of Mexican operations, responsible for the company's office in Monterrey, Nuevo Leon, Mexico. He runs all work south of the border, including Mexico and South America.

While he has been in the industry for

more than 40 years, he is still as intrigued by it as ever.

"The ever-changing landscape of this industry is what interests me the most," he said. "The challenges grow every time we meet the present challenge."

Goddard said clients often think that if you can do a bodyshop in six months, why not do it in five months the next time?

"Or if you can fly a 650-ton crown on this press, why not an 800-ton crown on the next press?" he said. "We must continuously set the bar higher, and we continue to raise our game to meet the challenges."

Premier press installations

IICC performs a wide array of services for its clients, from day work setting single machines in place to full turnkey automotive bodyshops, stamping plants and powertrain facilities.

"Equipment setting is our core expertise," Goddard explained. "We have also elevated ourselves to one of the few premier press installation contractors in the industry today. During the 2008 downturn, IICC was buying gantries and gantry accessories in order to meet the needs of a changing automotive market wherein plant consolidation was a top priority as car companies and their suppliers downsized in order to keep their heads above water."

I see Goddard a few times a year at SC&RA events and he is always cordial and at ease with his peers. He responds quickly when I send him emails about ACT articles or to catch up about an industry issue. When I asked him to participate in this Q&A Interview, it was amazing to me how much thought he put into answering my questions. I think you will find his answers informative, resourceful and inspiring.

YOUR COMPANY PERFORMS SOME PRETTY DIFFICULT JOBS. IS ANYTHING EVER ROUTINE?

No, nothing is routine these days, especially when you are performing projects in Mexico. With safety being the overriding priority, and each project having its own unique set of



“The ever-changing landscape of this industry is what interests me the most. The challenges grow every time we meet the present challenge.”

KENNETH GODDARD, Vice President, International Industrial Contracting Corporation

his game

circumstances, the approach is quite different today. People tend to think that a robot is a robot, or a press is a press, but it's where that robot and press gets installed, and what has to be overcome for that to happen, is where the planning and execution skills really highlight themselves.

YOUR COMPANY USES A LOT OF REALLY SPECIALIZED EQUIPMENT IN VARYING WAYS. WHAT'S THE MOST USEFUL PIECE OF EQUIPMENT IN YOUR COMPANY'S FLEET?

IICC owns a fleet of over 700 pieces of equipment, and it's all specialized for what we do. When it comes to bodyshop and general assembly work, we feel our 15,000-pound capacity Hyster fork trucks are the key. They are able to get into tight quarters and perform the task. However, when it comes to press work, our 80,000-pound capacity Taylor Rigger Special models, our low profile 200-ton die carts and the gantry systems are the equipment of choice. It's very difficult to call any one piece of equipment in the fleet "the most useful," as each piece has its use and the owners of IICC have a very user-friendly philosophy wherein they will spend the money required so the team has the tools and equipment they need to perform the work. This makes for safe and efficient project execution.

WHAT ARE THE BIGGEST CHALLENGES YOU FACE IN THIS INDUSTRY?

The biggest challenge we face as an employer today is the future of a skilled workforce. There is a national labor shortage for skilled trades because when times were slow sons stopped following in their father's footsteps. The unions and associations like the SC&RA have stepped up their involvement in the development of today's youth with better training programs and facilities and events such as SC&RA's Lift & Move USA, which is meant to showcase what the industry does in order to increase the interest level of the future workforce. Human resources will continue to be a challenge for years to come until the next generation of workers fill the voids created by attrition and a previous lack of interest.

Equipment setting is the core expertise of International Industrial Contracting Corporation. Kenneth Goddard manages all the company's projects south of the border, in Mexico and South America.

YOU HAVE LONG BEEN ACTIVE IN SC&RA, ITS COMMITTEES AND EVENTS. WHAT IS IT ABOUT THIS ORGANIZATION THAT KEEPS YOU INVOLVED AND PARTICIPATING?

I am a third-generation SC&RA member. My grandfather was one of the founding members, my father was a past president and so was my older brother. It is basically in my blood. To be surrounded by so many like-minded people is truly special because we speak the same language, no matter what country you're from, and we face the same everyday challenges, so the solutions are plentiful. Also, by reaching out to other members in the directory in all parts of the world, you are able to perform every project just as though you were working locally because you are able to work with someone local who understands what it is you do. It also allows you to better meet client needs.

YOU ARE CHAIRMAN OF THE SC&RA CRANE & RIGGING WORKSHOP. WHAT GOES INTO PLANNING THIS EVENT?

The staff at the SC&RA are amazing, so even though the planning effort is massive, the support is there and it seems easy to the naked eye. As the chair of the Governing Committee, I have a fair amount of responsibility while the Workshop takes place, but other than sitting in on task forces made up of other members to discuss breakout sessions and speakers, the real load is carried by the SC&RA team. They should be commended for the role they play in making this a seamless event.

WHAT DO YOU THINK WILL BE THE QUICK TAKEAWAYS FROM THE WORKSHOP?

One of the exciting takeaways from this and future workshops is the Leadership Forum. This recently formed group has a goal to develop the best and brightest of the Association's young minds and new members in order to be the future of the Association. The Forum is staffed by SC&RA members who mentor the



target group as to how to get the most out of the Association and how to develop the networking skills that are crucial to thriving in the industry today.

The breakout sessions are also a great tool for all members because the topics, such as "Mobile Cranes On The Move" and "Tackle Any Job With Better Tool Management," are relevant to the everyday challenges our companies face.

WHAT IS YOUR BUSINESS PHILOSOPHY?

At the risk of sounding cliché, work safe, work hard and do your best in every aspect of the job so that if something doesn't work out quite as well as it should have, you know you did everything in your power to make it work. We all face challenges every day and hard work will generally overcome those challenges, but I have learned over the years to raise my hand when I need help. I have found that when you ask for help, the team will surround you and provide assistance. If you are honest about your effort and approach, you will always be able to find the help you need, not only from co-workers, but from clients as well.

WHAT DO YOU LIKE TO DO IN YOUR LEISURE TIME, WHEN YOU ARE NOT WORKING?

Work! Leisure time is a very fleeting phrase in my vocabulary.

Seriously though, I spend a lot of my time with a young man whom I met through Healing the Children back when he was 11 months old. He came to live with us when he was 2 ½ years old and he is currently 17 years old. So, in my leisure time, I find myself coaching youth baseball and helping him meet his social schedule.

My wonderful wife Adriana and I are also very much into traveling around the world and checking off items on our bucket list(s). We relax at home with crafts and gardening projects as well. ■



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Sling updates

Brad Kelechava reports on updates and revisions to ASME B30.9-2018: Slings.

The sling, like many other technologies, has roots in warfare. Constructed in various forms since the dawn of civilization, slings were archaic missile launchers, firing projectiles with the energy that one could generate by swinging a rope.

In the Modern Age, however, the quick and easy conversion of potential energy to kinetic energy by slings has increased the efficiency of numerous industrial practices needing to handle and transport heavy loads. However, if slings are faulty, injuries and even fatalities can result. Therefore, inspection and proper use of slings while considering their environmental conditions remain crucial.

Since 1971, slings have been specified in ASME B30.9. This is actually a “chapter” or “volume” of the overarching ASME B30 standard. Developed by the ASME B30 Standards Committee, this “Safety Standard for Cableways, Cranes, Derricks, Hoists, Hooks, Jacks, and Slings” contains a range of provisions for the construction, installation, operation, inspection, testing, maintenance, and use of cranes and other lifting and material-movement-related equipment.

ASME B30.9-2018: Slings, an American National Standard (ANS), is the latest edition of this volume of the industrial safety standard. Its provisions apply to the fabrication, attachment, use, inspection, testing and maintenance of slings used for load-handling purposes. For the most part, these slings are used in conjunction with equipment described in other volumes of ASME B30. Specifically,

ASME B30.9-2018: Slings addresses slings fabricated from alloy steel chain, wire rope, metal mesh, synthetic fiber rope, synthetic webbing, and polyester and high-performance fiber yarns in a cover (or covers).

Standard revisions

ASME B30.9-2018: Slings revises and supersedes the 2014 edition of the same standard. This update contains the following changes:

- Added definitions for denier, high tenacity fiber, original language(s), shall, should, and tenacity.
- New section on “Rigger Responsibilities.”
- Section on “Original and Translated Technical and Safety-Related Information” revised entirely.
- Clarified that a qualified person should, if necessary, determine additional steps that need to be taken after identifying a hazard during inspection.
- Added guideline that slings in severe or special service should be inspected before each use.
- Added guideline for maintaining a written record of the most recent periodic inspection of slings.
- Added guidelines for finishing fitting surfaces to remove edges in clause on wire rope, synthetic rope, synthetic webbing, metal mesh slings, and polyester roundslings.
- Added new section on sling components that employ wire rope slings other than those listed in the standard.
- Added new section on methods of fabrication for wire rope slings.
- Removed guideline prohibiting slings made with wire rope clips being used as a choker hitch.
- Clarified that a polyester roundsling does not need to be removed due to knots in the roundsling when there are core yarn knots inside the cover installed by the manufacturer during the fabrication process.



TNT Crane & Rigging rigged its two Liebherr LR 1350 crawlers with a complicated system of spreader bars, chain falls and slings to lift a 425,000-pound convection section of a crude heater at a refinery in Ponca City, OK.

ANSI webstore

“ASME B30.9-2018: Slings” is available on the ANSI webstore at <https://webstore.ansi.org/RecordDetail.aspx?sku=ASME%20B30.9-2018&source=blog>. It also can be acquired as part of these Standards Packages:

- ASME B30. Construction Package
- ASME B30.9 / ASME B30.10 – Slings and Hooks Package
- ASME B30.5 / ASME B30.20 / ASME B30.9 – Mobile and Locomotive Cranes Package
- ASME B30.2 / ASME B30.9 / ASME B30.10 / ASME B30.20 – Gantry Cranes and Slings Package
- ASME B30.9 / ASME B30.16 / ASME B30.20 / ASME B30.26 – Slings Hoists and Hooks Package
- ASME B30.9-2018: Slings is available on the ANSI Webstore at <https://webstore.ansi.org/RecordDetail.aspx?sku=ASME%20B30.9-2018&source=blog>.

THE AUTHOR

Based in New York City, **Brad Kelechava** is a marketing product specialist for the American National Standards Institute (ANSI). ACT obtained permission from ANSI to print this article, that was originally published as a blog post on June 18, 2018 on the ANSI blog at <https://blog.ansi.org/2018/06/asme-b30-9-2018-slings/>.

Hot market for

Telecrawler producers are refining features and designs to better meet market needs.

Telescopical crawlers are a hybrid crane that earn high marks for jobsite productivity. In fact, the telecrawler market is one of the most competitive sectors of the crane business. The advantages of these machines are shorter set-up times, ease of transport and the variability of the boom system.

Holt Crane & Equipment – with facilities in Irving, TX, San Antonio, TX and Houston, TX – is celebrating its 10th anniversary this year. A Link-Belt dealer, Holt owns five Link-Belt telescopic crawlers.

“It’s a growing market,” said Holt General Manager David Worsham, although he admitted it took a while for this market to pick up. “Introducing them to our customers, it was a hard sale, at first.”

Because they are more expensive to make, buy and rent, Worsham said customers had a hard time justifying the expense.

“For many years we had to work very hard and be very proactive,” he said. “But the telecrawler market has exploded. Today, out of every five or six phone calls for rental equipment, one of them is for a telescopic crawler.”

Customers who have used telecrawlers in the past now demand these machines when they have an applicable job, he said.

In the early years, Holt would “eat some of the price” when renting a telecrawler.

“Now it’s just blown up,” said Worsham. “It’s a great machine in certain applications.”

For Holt, the highest demand is the “middle of the road” capacity, the 75 to 140-ton machines.

“The transportability is nice, but that’s not the real plus,” said Worsham. “The big plus is that it’s got the best of both worlds

– you’ve got the crawler and the telescopic boom. With your traditional crawler you have a fixed amount of boom and that’s what you are stuck with. Let’s say you need to make a lift 100 yards away but there’s an obstruction in the way. With a traditional crawler, you have to knock the boom out, move the crane, then build the boom back. That could take half a day.”

Productive and quick

With a telescopic crawler in that scenario, Worsham said “you suck the boom in, crawl to the location you need to be and go back to work 10 minutes later. The time savings is unbelievable. It picks what it can carry.”

Telecrawlers are beginning to infringe on the rough terrain crane market because they don’t require outriggers and can mobilize work quickly.

Reynolds Equipment, based in DeForest, WI, is a new Tadano Mantis dealer. Mark Reynolds, president, said that while the telescopic market was new to the Reynolds team, the response has been great.

“The business is new to us but we are amazed with the feedback and the response we

have had, especially from a typical rough terrain crane user,” said Reynolds. “They just love these telecrawlers.”

Demand has been highest in the 66 and 88-ton market, Reynolds said, referring to the GTC 800 and GTC 600 models. His company has seen interest from the general construction market and specifically the electrical highline contractors.

“Overall these are beautiful machines to run,” said Reynolds. “They are smooth and solid and well-built machines. They are very predictable, and from an operator’s standpoint a nice and valuable feature.”

Kelly Tractor’s Bruce Budd said the telecrawler market has a tremendous upside as more end-users realize the functionality and versatility of these cranes. Kelly Tractor is a Link-Belt dealer and owns a fleet of Link-Belt telecrawlers.

“Kelly Tractor has actively been pursuing the use of the [Link-Belt] TCCs within the foundation contractor group,” Budd said. “Along with our IMT hydraulic drills rigs, the TCCs become the perfect complement for this customers’ lifting needs.”

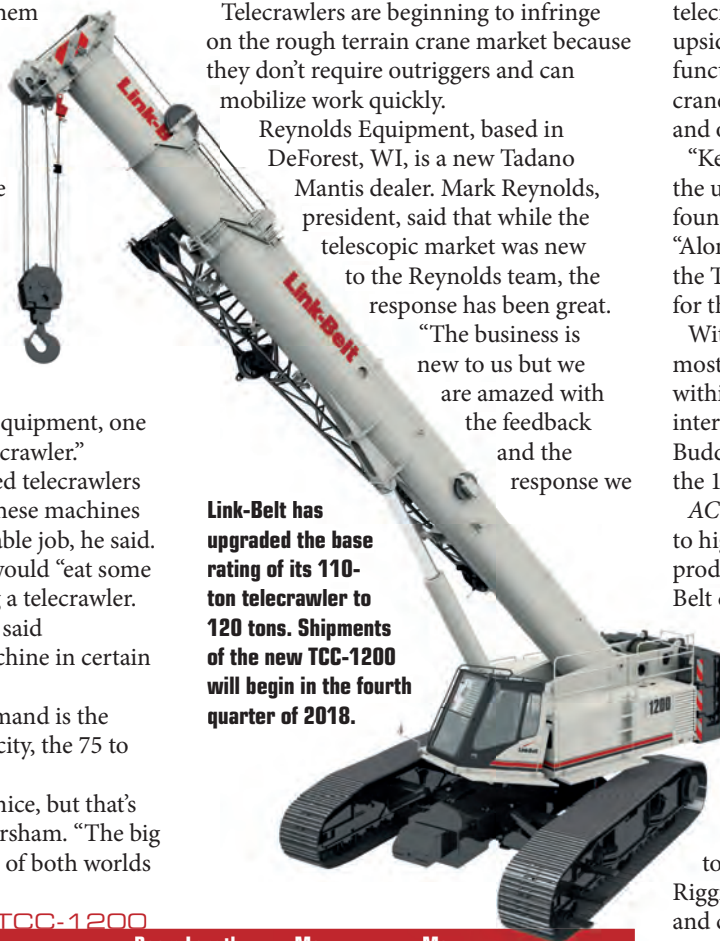
Within the foundation contractor group, most of Kelly’s fleet of rental TCCs fall within the 75 to 120-ton class. But as interest in telescopic crawlers increases, Budd said there is increasing demand for the 140-ton-plus capacities.

ACT asked the telescopic crawler OEMs to highlight one of the models in their product range for this article. Link-Belt chose its new 120-tonner, Liebherr selected its 242-tonner and Tadano Mantis and Manitowoc spotlighted their 30-ton models.

LINK-BELT TCC-1200

Link-Belt will show off its new 120-ton TCC-1200 at the SC&RA Crane & Rigging Workshop Link-Belt plant tour and crane presentation, and again the first week of October at its CraneFest events.

A common lower carbody to the TCC-1400 has improved efficiency of production and provided an upgrade in base rating from the previous TCC-1100



Link-Belt has upgraded the base rating of its 110-ton telecrawler to 120 tons. Shipments of the new TCC-1200 will begin in the fourth quarter of 2018.

LINK-BELT TCC-1200

Max. Load @ 3m (t)	Load at Max. Radius (t@m)	Max. Hook Height (m)	Boom Length Min./Max. (m/m)	Max. Main Boom Extension (m)	Max. Travel Speed (m/min)	Capacity US Tons
110	2.15@42	62.4	12.2/45.7	45.7+16.8	3.22 km	120

SOURCE: LINK-BELT CRANES

telecrawlers

telescopic crawler crane.

"This new TCC-1200 has earned its 120-ton badge," said Scott Knight, product manager for lattice and telescopic crawler cranes at Link-Belt. "We tested and passed the new base rating at the same radius as the original 110-ton."

The TCC-1200 offers a capacity chart at a radius that rivals lattice crawler cranes with a similar base rating, the company said. The main boom height is 40 to 150 feet (12.2 - 45.7 meters) and incorporates Teflon wear pucks to eliminate boom grease. It will come with three track widths – extended at 18 feet 2 inches (5.5 meters); intermediate at 15 feet 8 inches (4.8 meters) and retracted at 11 feet 11 inches (3.6 meters).

Remote operations

An optional wireless remote-control system is now available for the TCC-1200 and TCC-1400, allowing the operator to be out of the cab and still have control of the crane, Link-Belt said.

Key features of the crane include pick and carry 360 degrees through entire chart, modular counterweight design with hydraulic removal; complete self-assembly on the jobsite; 40 percent gradeability travel, rear view and winch view cameras; 20-degree tilt cab and main load transports at 89,000 pounds with three or four overflow loads.

The crane features a 150-foot plus 55-foot (45.7 plus 16.7 meters) maximum boom plus fly; a maximum line pull of 21,120 pounds, upper counterweight of 51,000 pounds and a lower counterweight of 2 by 12,500 pounds.

Link-Belt, which entered the telecrawler market in 2006, produces six telescopic crawlers ranging from 50 to 250 tons capacity. Models include the TCC-500, TCC-750, TCC-1100, TCC-1200, TCC-1400 and TCC-2500.

LIEBHERR LTR 1220

Max. Load @ 3m (t)	Load at Max. Radius (t@m)	Max. Hook Height (m)	Boom Length Min./Max. (m/m)	Max. Main Boom Extension (m)	Max. Travel Speed (m/min)	Capacity US Tons
220	0.8@88	101	13.3/60	43	41.7	250

SOURCE: 2018 ACT SOURCEBOOK

The Liebherr LTR 1220 can assemble itself. The basic unit is driven to the site on a low-loader, and then supports itself on jack-up cylinders.

connection point of the jib and capable of being luffed by up to 45 degrees. As an option, the swing-away jib can also be adjusted hydraulically. Under full load, the jib can be moved between 0 and 45 degrees.

Ease of transport

The travel gear of the LTR 1220 can be hydraulically telescoped out from the crawler carrier width of 4.5 meters to the intermediate width of 5.88 meters or the maximum width of 7.25 meters. Load tables are provided in the LICCON control system for all three crawler widths. On uneven ground the LTR 1220 can operate with side inclination angles of up to 4 degrees.

The crane is powered by a six-cylinder in-line diesel engine that provides a capacity of 230 kW/312 HP and torque of 1300 Nm. The hoist gears provide a high cable pull of 105 kN.

The basic machine, with crawler carriers one meter wide, weighs in at about 90 metric tons and has a minimum overall width of 5.01 meters. Without crawler carriers, the unit weighs about 54 metric tons, including the jack-up cylinders and the transverse beams, and is 3 meters wide and 3.2 meters tall.

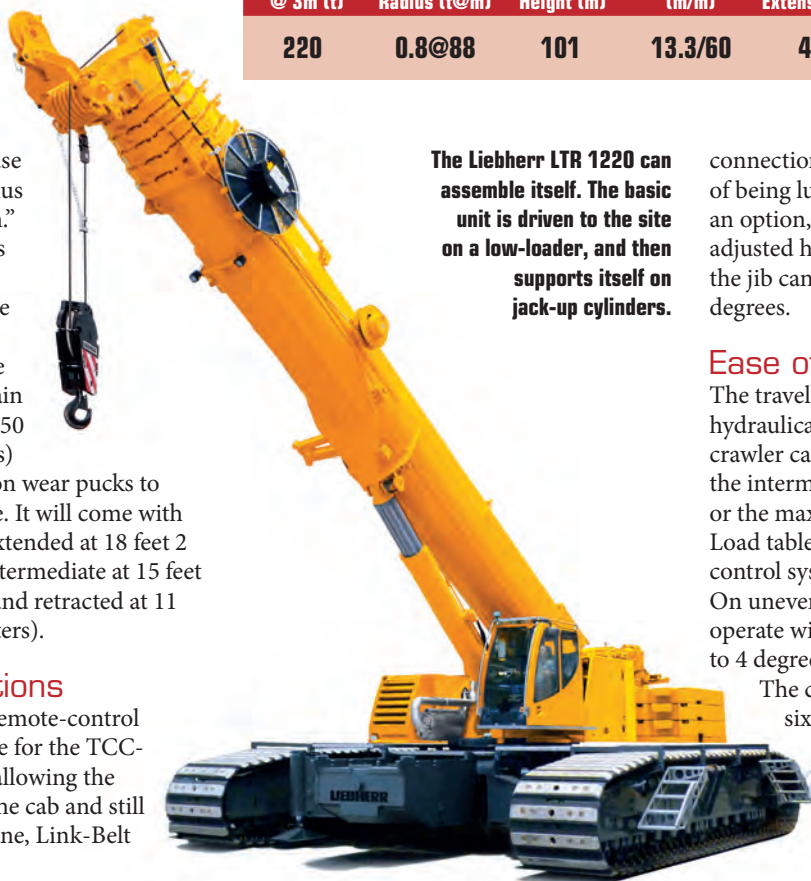
With the remote control on the LTR 1220, as well as the complete operation of all the crane movements, the crawler chassis travel can also be controlled. The unrestricted view of the crane and the load mean that safety and convenience of operation can now be improved even further, Liebherr said.

Additional telecrawlers from Liebherr are the LTR 1060 with a maximum load capacity of 66 tons (60 metric tons) and the LTR 1100 with a capacity of 110 tons (100 metric tons).

LIEBHERR LTR 1220

Introduced in 2012, the LTR 1200 has earned a loyal following in North America, according to Liebherr. It offers a maximum load capacity of 242 tons (220 metric tons) and a telescopic boom that is 196 feet long (60 meters).

In terms of design, the telescopic boom is derived from the LTM 1220-5.2 mobile crane. With the Liebherr Telematik telescoping system, the boom can be extended by a bi-parted swing-away jib, 12.2 to 22.2 meters long, which can be lengthened still further by means of two 7-meter lattice sections. Also available is a 7-meter lattice section that is fitted between the telescopic boom and the swing-away jib in order to raise the



TADANO MANTIS GTC 350

This past summer, Tadano Mantis started deliveries of its 35-ton capacity GTC-350 telescopic crawler. The GTC-350 features an 89-foot 3-inch purpose-designed Tadano boom, and has strong lifting capacities on level ground or slopes up to 4 degrees, the company said.

As with all Tadano Mantis cranes, the 35-ton rating is a real, usable capacity with a “level” ground load chart that allows for operation on slopes of up to 1.5 degrees, so that the crane can be used to its full capabilities without the requirement of ground preparations to give a perfectly level lifting base, the company said. The load charts offer full chart pick-and-carry capacity through 360 degrees.

“The GTC-350 is unique because of its compact dimensions,” said Tadano Mantis’ Ed Hisrich. “Track retracted widths of 9 feet 10 inches, with 30-foot wide track shoes and a height that can be reduced to 7 feet 11 inches allow this crane to access and navigate areas that no other crane of its capacity rating can navigate.”

Opti-Width feature

The extendible undercarriage can telescope to 15 feet 9 inches for a strong, stable working base, and with Tadano Mantis’ Opti-Width feature, the tracks can be positioned to any width, either symmetrical or asymmetrical, between the minimum and maximum operating widths.

“We’ve had a good response to the Tadano Mantis Opti-Width feature,” said Reynolds, with Reynolds Equipment. “You can have one track in and one track out if need be and the load charts adapt accordingly. That’s been a nice feature that the contractors have loved.”

Opti-Width incorporates zoned load charts, rotational position sensing and function soft stops to ensure that the crane operator cannot swing with a load into a zone

where the crane will be out of capacity. The crane has operating load charts for 1.5-degree, 2.5 degree and 4-degree slope with automatic out-of-level load chart switching based on the crane’s position on the jobsite.

“Another nice feature is you can leave the swing-away reeved,” said Reynolds. “This is a very nice feature that saves time.”

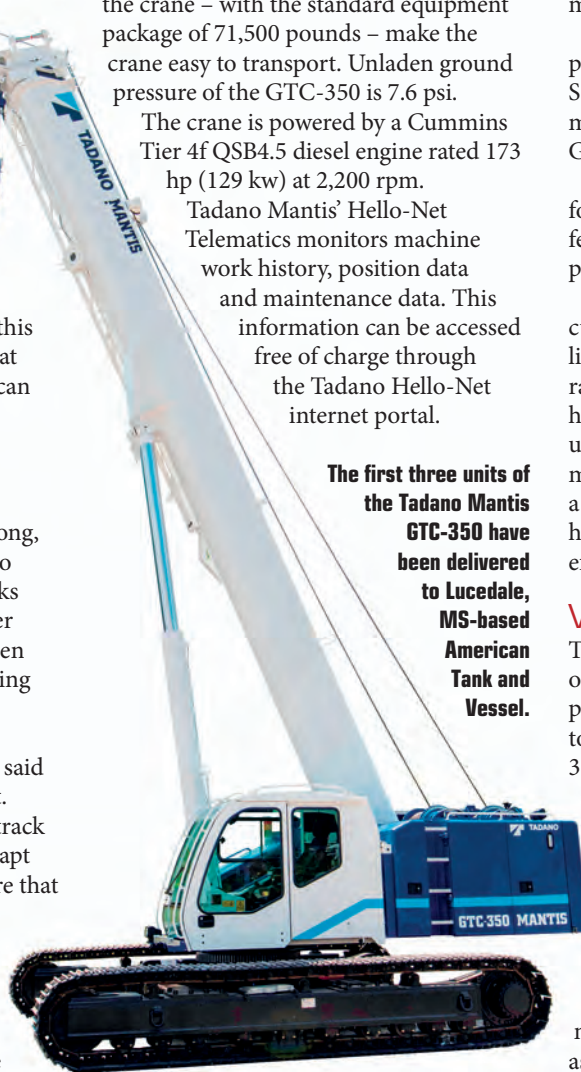
The main boom is complemented with a 23 foot 6 inch to 42-foot extendable jib that offsets at 5 degrees, 25 degrees or 45 degrees for a maximum tip height of 135 feet 9 inches. Load charts for jib operation allow for lifting on slopes up to 2.5 degrees.

The compact width and height of this crane along with a transport weight of the crane – with the standard equipment package of 71,500 pounds – make the crane easy to transport. Unladen ground pressure of the GTC-350 is 7.6 psi.

The crane is powered by a Cummins Tier 4f QSB4.5 diesel engine rated 173 hp (129 kw) at 2,200 rpm.

Tadano Mantis’ Hello-Net Telematics monitors machine work history, position data and maintenance data. This information can be accessed free of charge through the Tadano Hello-Net internet portal.

The first three units of the Tadano Mantis GTC-350 have been delivered to Lucedale, MS-based American Tank and Vessel.



For the North America market, Tadano Mantis produces 11 models, including the 30-ton 6010 and 6010LP, the 35-ton GTC-350, the 40-ton 8012, the 45-ton 9010, the 50-ton 10010Mx, the 66-ton GTC-600, the 77-ton 15010, the 88-ton GTC-800, the 100-ton 20010 and the 130-ton GTC-1200. Historically, the Tadano Mantis brand was the first telecrawler in the United States, starting with SpanDeck in 1979 and later Mantis telecrawlers.

GROVE GHC30

The smallest telescopic crawler in the Manitowoc range is the 30-ton capacity Grove GHC30. The crane is known for its compact dimensions and easy maneuverability.

The GHC30 is the result of Manitowoc’s partnership with Germany-based Sennebogen Maschinenfabrik. The other models in the range include the GHC50, GHC55, GHC75 and GHC130.

John Bair, Manitowoc’s product manager for GHC cranes, said that customer feedback played an important role in the production of the GHC30.

“We talked to a number of dealers and customers about the telescoping crawler line and about how we could expand the range to benefit certain applications,” he said. “Customers that are engaged in utility, energy, construction and barge-mounted work, for example, indicated that a crane with a smaller footprint would help them increase maneuverability and efficiency on many jobsites.”

Versatility plus

The GHC30, like others in its range, offers the ability to pick-and-carry at 100 percent of its load chart on inclinations up to 4 degrees, and it can swing loads a full 360 degrees. Its compact footprint is 34.7 feet by 9.8 feet by 10 feet, and it has a tail swing of only 10.8 feet.

With its full-power, three-section 83-foot telescoping boom, operators can handle a variety of lifts at various radii without setting up on outriggers like traditional hydraulic boom cranes. The GHC30’s crawler tracks easily navigate tough jobsite conditions, such as swampy or mountainous terrain. The undercarriage is driven by two-stage hydraulic traction motors that provide strong gradeability and mobility, Manitowoc said.

The track side frames can be hydraulically extended and retracted, providing three track spans with lifting

TADANO MANTIS GTC 350

Max. Load @ 3m (t)	Load at Max. Radius (t@3m)	Max. Hook Height (m)	Boom Length Min./Max. (m/m)	Max. Main Boom Extension (m)	Max. Travel Speed (m/min)	Capacity US Tons
35	1.4@24.4	27	10.9/27.2	12.8	65	35

SOURCE: 2018 ACT SOURCEBOOK



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capabilities at each span. This provides added versatility to find the best combination of crane width and lifting capacity.

Additionally, the GHC30 transports in one load, and once it reaches the jobsite, it can roll off the truck and begin work with minimal setup. A 15-degree tilting cab provides operator comfort when doing high-boom angle work.

The crane can be outfitted with one of two engine options: a 173 hp Cummins QSB 4.5 L Tier 4 Final or a 160 hp Tier 3 model. A variety of attachments are also available for the crane, including an offsettable, swingaway boom extension that is available in lengths that range from 21.3 feet to 42.7 feet. When equipped with the boom extension, a maximum tip height of 132 feet is possible.

"With minimal transport requirements,

GROVE GHC30

Max. Load @ 3m (t)	Load at Max. Radius (t@m)	Max. Hook Height (m)	Boom Length Min./Max. (m/m)	Max. Main Boom Extension (m)	Max. Travel Speed (m/min)	Capacity US Tons
12.9	0.6 @ 25.2	40.2	10/25.2	13	50	30

SOURCE: 2018 ACT SOURCEBOOK

The GHC30 can pick-and-carry at 100 percent of its load chart on inclinations up to 4 degrees, and it can swing loads a full 360 degrees.

100 percent pick-and-carry ability and a robust, full-power telescoping boom, the GHC30 will prove nimble in both getting to and navigating jobsites," Bair said. "For many companies, this compact GHC crane will increase their efficiency and return on investment."

"We're seeing the popularity of this style of crane grow in North and Latin America due to its maneuverability and versatility, and the GHC30 should further this trend," he continued.

Offered exclusively in North and Latin America as part of a long-term strategic partnership between Manitowoc and Sennebogen, Grove GHC Series cranes are supported by Manitowoc Crane Care service. ■



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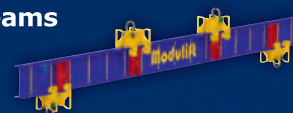
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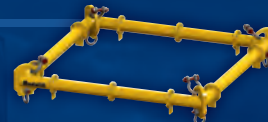
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Bridging a gap

Working through the night, Beyel Brothers used a Liebherr crawler and a Terex AT to erect a pedestrian bridge in Orlando. **Julian Leek** and **Mary Kanian** report.

On a hot, sultry Florida summer night in July, the City of Orlando made good on its promise to provide a safe, comfortable and connected pedestrian system for Colonial Drive (SR-50), a heavily traveled main artery crossing through downtown Orlando.

On this night, after years in the planning, the final elements of a pedestrian walkway were ready to be literally “shoe-horned” into place by man and machine in a delicate slow-motion dance of precision pivots in a finely tuned ballet of the behemoths as choreographed by the city fathers, planners, financiers and the lynchpins of industry whose know-how gets it done.

There would be but a single performance – one chance to get it right – and it had to be coordinated perfectly within a specific window of time. There was no margin for error or it could seriously jam up the movement of the city transportation systems and its citizenry.

All of the key elements central to the project had to be constructed and assembled as close to the point of execution as possible as any long-

haul movement of a 230-foot structure weighing in at 250,000 pounds would be impossible.

The pedestrian bridge was created, funded and executed through the combined efforts and resources of the City of Orlando and Federal Highway Administration funds through Florida’s Department of Transportation (FDOT) local agency fund. The bridge spans a busy six-lane highway as well as the Florida East Coast Railway tracks. It would have to travel a distance of 230 feet for placement.

Short window of time

The \$9.2-million design/build contract was awarded to prime contractor Southland Construction, which designed and assembled the steel bridge adjacent to I-4 and SR-50.

Florida-based Beyel Brothers Crane and Rigging was sub-contracted to perform the rigging, lifting and maneuvering of the immense span into place within a very tight time requirement of between 10 p.m. to 5 a.m. of the same day during which all street and railway activity would have to be halted.

The Terex AC-500 AT was installed on the southwest side of the railroad tracks close to the concrete bridge tower support.



Due to various entertainment venues going on downtown and the Orlando Lions soccer match being played a few blocks away, FDOT would not allow the road to be closed before 10 p.m. Contractors had to have all work safely completed by 5 a.m., the set time for the road to open. Railway traffic was also affected by this closure as the new walkway would cross over a double set for Florida East Coast Railway tracks.

Prior to the move, Beyel assembled the following pieces of equipment from its fleet: a 330-ton Liebherr LR-1300 crawler crane, a 600-ton Terex AC-500 all-terrain crane, a 6-line Kmag SPMT and a new 8-line SPMT with a 250-ton bolster.

In the days prior to the move, Beyel Crane and Rigging assembled its heavy lift team and planned the lift. The Liebherr LR-1300 was placed on the right of way to the east side of the railway tracks. This crane would move to the west at lift time. The Terex AC-500 AT was installed on the southwest side of the tracks close to the new concrete bridge tower support.

On moving day, during daytime and before the road was closed, Beyel Brothers’ riggers assembled two Kmag SPMTs, one



6 in-line wheeled unit and one 8 in-line unit next to Interstate 4 (I-4). Both units were moved, chained and secured under the pre-assembled bridge.

Precise maneuvers

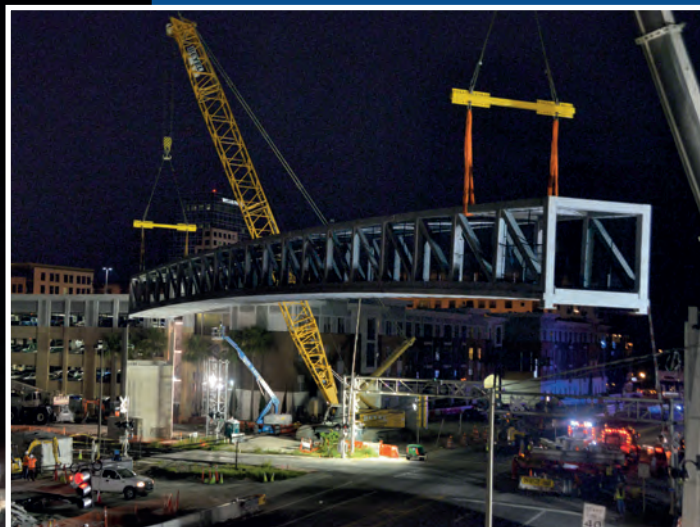
Under the direction of Phil Beyel, a veteran loadmaster using a remote-control box to command the independent wheel movements of the Kmag, the bridge was moved at an angle and as close to SR-50 as possible without impeding traffic.

Flood lights were placed at strategic work points as darkness fell. As soon as the road was closed, a flurry activity started with the moving of manlifts and equipment to pre-set locations within the closed area. Safety vehicles and Orlando Police units were on the roadway to prevent any wayward drivers from entering the area. (At least one did manage to stray in.)

Beyel riggers installed the lifting cables and spreader bars on both cranes and erected them to a safe height.

Phil Beyel controlled the front Kmag

SPMT while his counterpart, Craig Rideout, maneuvered the back unit in unison as it was moved very slowly over the curb after dunnage was in place. Walter Frost and Bobby Cambell served as spotters to Beyel and Rideout respectively. As soon as there was clearance between the I-4 wall and the end of the bridge, Beyel's two Peterbilt heavy-duty haul



Work needed to be safely completed by 5 a.m. for the busy six-lane highway to open for morning traffic.

trucks were moved around to the front of the bridge near the railway tracks. They would be used to move the Kmag back to the laydown yard after the lift. At the same time, large steel plates were moved by a front-end loader from the laydown yard over to the north sidewalk to protect the curbing, sidewalk and railroad crossing area.

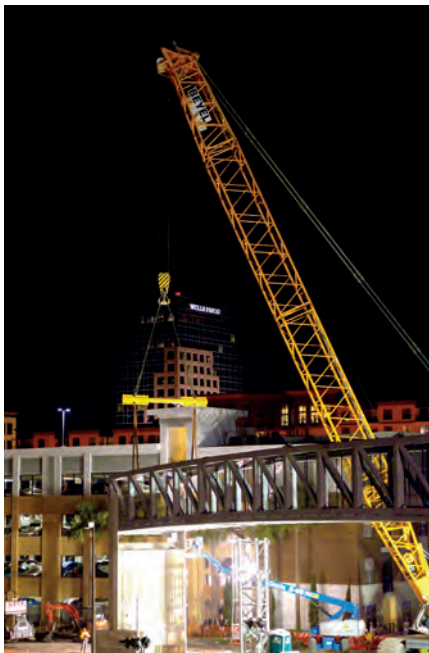
When the bridge front section arrived under the Liebherr crawler's spreader bar, riggers in a cherry-picker hooked up the lifting straps. The chains from the bridge to the Kmag were removed and the crane lifted the weight off the Kmag, which was then moved away.

Full team effort

As Beyel's Liebherr-1300 crane operator Tom Thomas slowly swung the bridge over the railway tracks, the rear Kmag operator matched his moving speed with both stopping as the bridge came within inches of the concrete tower support. The rear Kmag was removed in the same way as the front. Gordon Rideout, a 30-year veteran operator with Beyel Bros., was at the controls of the south Terex AC-500 as he and Thomas skillfully and in-tandem made the lift while gradually swinging the bridge to the northeast, clearing the north concrete tower. Once the bridge had cleared the tower the whole rig was swung slowly to the southwest, inching its way into the south tower's rectangular concrete opening. Both ends were lowered onto the towers mounting bolts with utmost precision and in unison.

The final task was to clear the area so the road could open for morning traffic. ■ >26

The Liebherr LR-1300 was placed on the right of way to the east side of the railway tracks and then moved closer in at lift time.



Maxim Crane Works will provide two dozen cranes, including its Manitowoc 31000, on the new Globe Life Field project.

Booms go

Construction is underway on the Globe Life Field in Arlington, TX, soon to be the new home of the Texas Rangers. The project broke ground September 28, 2017 and is on schedule to be completed for the start of the Major League Baseball 2020 season.

Maxim Crane Works, the largest coast to coast crane supplier in the country, was selected as the chosen crane supplier for the state-of-the-art project, which includes seating for 40,000 spectators, air-conditioning and a retractable roof.

Maxim Crane currently has eight Manitowoc crawler cranes on the jobsite, including four 2250s, two 999s, a MLC-300 and a 248. Maxim has also provided rough terrain cranes on the project, including two 65-ton units and a 90-ton unit.

With more than 35,000 tons of steel to be erected including more than 9,700 pieces with an average weight of 9,200 pounds each and an additional 2,100 pieces of pre-cast concrete averaging over



28,000 pounds each, it's no surprise more Maxim cranes are scheduled for delivery over the next three to four months.

More cranes coming

Additional cranes on order include two Manitowoc 2250s, two Manitowoc

MLC 650s, a Manitowoc 999 and the flagship of the Maxim fleet, a Manitowoc 31000 with its 2,535-ton capacity. The 31000, known to be the largest Manitowoc crane in the United States, requires more than 128 loads of freight to mobilize to the jobsite.



With its massive boom rising high into the sky, the Liebherr LR13000 was strategically placed to lift and install both reactors from one position. The Terex CC2800 handled the tailing work.

Streamlined lifting

Mammoet has safely installed two reactors utilizing a Liebherr LR13000 and a Terex CC2800 inside a Gulf Coast polypropylene plant currently undergoing an expansion.

Due to the LR13000's high lifting capacity, only a boom change was required to streamline lifting from one location, saving both space and time for other work taking place inside the plant.

With its massive powered boom rising high into the sky, the LR13000 was strategically placed to lift and install both reactors from one position. The crane was outfitted with a complex boom configuration, boasting a lifting radius of 33.5 meters and superlift capacity of 1,500 tons.

The Liebherr 13000's configuration is known as PDW3B. The crane was rigged with a 96-meter main boom and outfitted with a 72-meter jib.

The rigging on the LR1000 involved a

up in Texas sky

Maxim currently has eight crawler cranes and three rough terrain cranes on the Globe Life Field jobsite.



The 31000 is scheduled to arrive on the jobsite in late October of this year. It will be used for placing the retractable roof and supporting structure.

"Maxim Crane Works is proud to partner with the organizations involved in this project," said Randy Johnston,

39-foot spreader bar with a 32-inch diameter. It had a capacity of 1,212 tons. The 1-1/2-inch and 2-1/2-inch 9-part wire slings combined for a total rigging weight of 49,860 pounds and a total rigging length of 105 feet.

The larger reactor weighed a total of 725 tons and stretched 49 meters long, with the smaller reactor weighing in at 500 tons.

These lifts were executed successfully with tailing help from one of Mammoet's Terex CC2800 crawler cranes. The CC2800 was rigged with 66 meters of SSL boom at a radius of 12 meters.

The tailing rigging included two 50-foot long 3.5-inch wire rope slings.

Following the project's expected completion in the first quarter of 2020, the plant expansion will increase the site production capacity by an additional 450,000 tons per year.

Maxim's Central Region president. "We pride ourselves on our ability to service all size projects and customers throughout the United States. Our number one goal is, and will continue to be, to provide the safest most professional commodity on the market to all our customers and their affiliates."

He said that Maxim separates itself by being able to offer a "total package" of crane and rigging services and expertise.

"We do not limit ourselves to one particular market or target audience, and can therefore offer a wider array of equipment and personnel options to our customers," he said. "Maxim's ability to move fleet and personnel to the areas where they are needed allows us to be able to provide an exemplary level of execution to projects this size."

Maxim will have 24 cranes on site throughout this project.

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ACT rounds up state-of-the-art crane and rigging camera products.

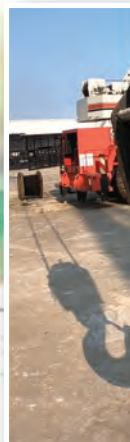
Crane cameras play a key role in ensuring operator safety and preventing on-site damage, which in turn saves both time and money. Crane and rigging camera systems have proven themselves a crucial asset to any fleet, and they are an operator's extra set of eyes. While many crane-owning companies – especially tower crane users – have embraced crane cameras as an important operator aid, others are weary of this technology. The image on the camera should never take the place of the operator's line of sight, and traditional communication between the operator and riggers on the ground should still be adhered to. The debate extends to insurance companies that envision further liability issues. *American Cranes & Transport* asked leading makers and distributors of these devices to submit information about their latest camera technology and related systems.

From crane to crane

BlokCam has released a new model M3 crane camera system aimed mainly at the mobile crane market. The new

Boom's eye view

The BlokCam wireless camera system can be installed in less than a half hour.



Eyes of the operator

The CRC100 Armored Dome crane camera system from Crane & Rigging Camera Systems is a rapidly deployable wireless night/day camera system ideal for tower and mobile cranes. It places the eyes of the crane operator anywhere on the job. Safety is increased and efficiency improved by making instant visual information available to assist the operator in lifting efficiency.

The camera is impact resistant and the cover is easily removable for adjustment if needed. All camera settings are for wide angle viewing and feature a 2.8 to 12-millimeter analog vari-focal camera, and also mounts on a hook block. If using a headache ball, an adapter is also available. The Repeater Antenna device replaces coaxial cable and antennas which makes installation easier and faster. It can be mounted on either trolley or boom tip. The video receiver box collects video to the cab from the camera and relays it to the monitor. The nine-inch monitor is held in the cab for operators viewing access. It's easy to install into a cab with single shielded cable to VRB, and larger monitors are available.

The system includes two rechargeable lithium batteries with run times of 8-12 hours each. The battery can be changed out in 1 minute between shifts, and the camera never has to be removed from the hook block. A 120-volt charger for batteries is included with the system. It also comes with safety lanyards with security clips to secure the camera and repeater properly to its mounting surfaces, in addition to a rust resistant and flexible cord. The transport case is equipped with wheels and handles with each system for easy storage and future transportation to the next jobsites.

The CRC100 Armored Dome camera system from Crane & Rigging Camera mounts to any magnetic surface on the hook block or trolley.

Back to basics

Garner Construction WBE and its subsidiary Everything Crane Cam is filling a gap in the crane camera market, the company said. For general contractors that want the safety, productivity and insurance benefits of providing their crane operators with a live video camera system, but not the steep price, Garner has introduced the Basic Camera System. This camera system features a combined monitor/receiver mounted in the operator's cab and a camera that is magnetically attached to the hook block. Also included in the system are a battery pack and transmitter, which

are also magnetically attached on the hook block. Magnetic components can be attached between the cheek plates for added protection. In low light, night vision is automatically activated on the camera.

The system has a 24-hour battery life, and all components except the battery can stay in place on the block while the battery charges overnight. Battery level is displayed on the monitor in the cab. All cases are impact, shock and vibration-proof, and the system is designed for all-weather



Garner Construction's Basic Camera System has a 24-hour battery life, and all components except the battery can stay in place on the block while the battery charges overnight.

use with IP67 components. The benefits of this camera system include reduced pick time, leading to more picks made each day and a resulting in increased productivity, Garner said. The camera system aids crane operators working in the blind to increase visibility of the load, rigging, personnel and the surrounding jobsite.



system has a quick deployable screen which comes out of the transportation case fully ready to install into the crane operator cab. The only requirement is to place the suction pads onto a flat surface, ideally a cab window, and then plug the screen into a power supply. The second stage is to attach the lens,

battery and transmitter to the side of the hook block and the camera system is ready to go. The new BlokCam system also comes with BlokCam's newly released high power antennas that offer a greater range and better transmitting. The new system comes with a transportable case to allow it to be packed away at the end of each day and moved from crane to crane on a daily basis as the installation and removal time is no longer than 10 minutes.

Among several other operator assistance devices offered, Scale and Control is a distributor of the BlokCam wireless audio-visual camera system.

"This is an effective system for mobile cranes, tower cranes and lattice boom cranes as well as enhances the safety supervisor's visibility on multiple crane pick applications in construction environments both large and small," said Joel Francis, co-founder and sales manager, Scale and Control.

Scale and Control also offers winch camera solutions. These cameras are compact and can be installed in strategic locations to effectively monitor winches. With this system, operators can monitor up to four, full-color winch camera

>30

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images on one display, which is available in several sizes.

From day to night

Netarus, maker of the HoistCam remote camera monitoring systems, will showcase the HC180 rugged wireless camera system at several conferences in construction and industrial facilities through the end of 2018. Designed for environments demanding visibility, durability and reliability, the HC180 wireless camera system, accessed via a screen in any crane operator's cab, makes an ideal operator aid, the company said.

"The armored dome design of the HoistCam HC180 is an excellent solution for virtually all crane applications where line-of-sight for the operator is critical," said Chris Machut, chief executive officer of Netarus. "The HC180 armored dome camera lens protection features day and night vision for improved visibility in changing light conditions."

The dome is made from impact-resistant polycarbonate and provides

added camera protection during repetitive lifting common in many crane applications. The armored dome design facilitates high-cycle, repetitive picking and placing of materials with cranes by providing the crane operator with a view of activity below the hook. The HoistCam HC180 also features a fully integrated kit with transport case, magnetic mounting system, a rechargeable battery (with a run time of 8 to 20 hours) and a wireless transmitter and video that is displayed in



the crane cab on a 9.7-inch display with heavy-duty RAM suction-cup mount. Optional HC180 features include remote monitoring and recording with Netarus's HoistCam Director, which enables managers to view and manage the jobsite remotely, microphone integration to hear audio in the cab when radios may not be present on the jobsite and a rain mitigation gasket to prevent rain from building up on the lens.

At the same time, HoistCam Director is useful specifically to crane rental companies when it comes to risk management and accident prevention/investigation. The Director transfers video and images to a mobile digital video recorder (MDVR), which then captures and stores data from up to eight HoistCam cameras. The MDVR can then be configured to automatically upload to the cloud for analysis or archive.

HoistCam's armored HC180 dome design facilitates high-cycle, repetitive picking and placing of materials with cranes by providing the crane operator with a view of activity below the hook.

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Versatility plus

Using its erector-set-style trailers, Contractors Cargo moved more than 100 oversized loads from California to Nevada.



The vaporizers, which were the largest loads of the project, measured 71 feet long, 12 feet 3 inches wide and weighed 328,000 pounds.

Contractors Cargo Company recently finished delivering more than 100 oversized loads from the Port of Long Beach, CA to Austin, NV for the expansion of a geothermal energy power plant known as McGinness Hills. The 48 MW expansion will make McGinness Hills the largest geothermal plant in Nevada and on federal land in the United States.

The hauling project required months of planning and organizing because there were so many over-dimensional loads that arrived on different vessels and needed to arrive at the jobsite in a certain order for installation. Everything from 70-foot long, 330,000-pound vaporizers to 71-foot long 215,000-pound preheaters were on the cargo list.

Contractors Cargo specializes in “erector set” custom trailers and has the ability to build load-specific trailers, minimizing route obstructions and the need for pilot cars and police escorts.

The route was roughly 600 miles and depending on the size of the load, would take about 1.5 days to get to the site for the permit loads and four days for the police-escorted loads. The first loads

took off in February 2018 and the final delivery was made in June 2018.

While most of the pieces were moved during the daylight hours, the vaporizers had to be moved at night. The vaporizers, which were the largest loads of the project, measured 71 feet long, 12 feet 3 inches wide and weighed 328,000 pounds. The loaded dimensions were 139 feet long, 20 feet wide and 17 feet 5 inches tall. The loaded out weight of the vaporizer transport system was 405,000 pounds.

Mountain climbs

The route had several narrow, winding mountain climbs that were the most challenging part of the haul. Seven permits were required in the various states, counties and cities. Up to eight loads left the Port of Long Beach each day from February to June.

“During this project our trailer pool consisted of 19 axles, 11 axles and 7 axles,” said Contractors Cargo’s Keoni Rabaino. “With cooperation between the California Highway Patrol and the Nevada Highway Patrol, the larger 19-axle police-escorted loads were delivered in a week’s span. It was a great team effort with the Port of

Long Beach as all these pieces were not only handled by Contractors Cargo but by the Port as well and they made receiving the breakbulk easy and seamless.”

For the 7-axle trailers Contractors Cargo was able to lower the overall height while fully supporting the cargo via the deck by using its erector set-style equipment.

Regular trailers would be too high and require pilot cars, Rabaino explained.

The loads were placed on the trailers using a combination of direct discharge from the ship and a crane lifting them off the dock.

At the power plant, there were several different cranes available to off-load the trailers, including a 150-ton capacity Liebherr all-terrain crane as well as various 265-ton and 360-ton Liebherr all terrain cranes for the larger picks.

“With projects of this magnitude and so much money on the line for everyone involved, project planning with all parties is crucial to maximize efficiency and minimize surprises. Therefore it is rare to have everyone on the same page but with valued partnerships like this, is it possible and was accomplished safely and on schedule,” Rabaino said.

Column caper

Omega Morgan Crane Service, Apex Steel and Lifting Gear Hire teamed up to complete a complex lifting and rigging project in Seattle.

Omega Morgan crane superintendent Eldon Ash and senior engineer Kai Farrar, as well as Apex Steel owner Kevin Koester and engineer Ron Roberts, were tasked with an intriguing and complicated lifting challenge. More than a year of planning, engineering, testing and simulations went into the design of the project known as 2+U, named for its location on 2nd Avenue and University Street in Seattle, WA. The high-rise project is being developed by Skanska USA.

The engineering of structural columns supporting the proposed 38-story office complex provided an intricate challenge in ensuring the Y-shaped columns could distribute the weight of every floor above evenly on the foundation while maintaining a 72-degree angle of installation.

Faced with several issues that could have stalled the project before it even began, Omega Morgan and Apex Steel engineers went over several options to determine the best way to perform the required lifts when available space and increased weights of the columns caused the original lift plan to be scrapped.

“Initially, we were going to use two cranes, and then we were going to use a crane and a tri-lifter, but as the load got heavier and heavier, and as the jobsite got tighter and tighter for access, we had to come up with some more innovative ways to pick and stand these things up, and



The two cranes on the job were a 485-ton capacity Liebherr LTM 1400 AT and a 550-ton Grove GIMK 7550.

that’s when I came up with this idea,” said Farrar.

Skip-around schedule

Charged with leveraging their skill and experience to come up with a way to utilize a limited amount of space and a strict schedule of road closures to set the foundation for the office tower project, Omega Morgan and Apex had to adapt a skip-around schedule based on which roads would be closed to complete the project while avoiding falling behind schedule.

The engineering of the supports that would be installed at a 72-degree angle – and which start on the second floor and run up through the next five stories – left

no room for error in the construction and placement. Further, engineering the lifts of each section of the columns posed its own problem. With the columns

The engineering of structural columns supporting the 38-story office complex provided an intricate challenge in ensuring the Y-shaped columns could distribute the weight of every floor above evenly on the foundation while maintaining a 72-degree angle of installation.



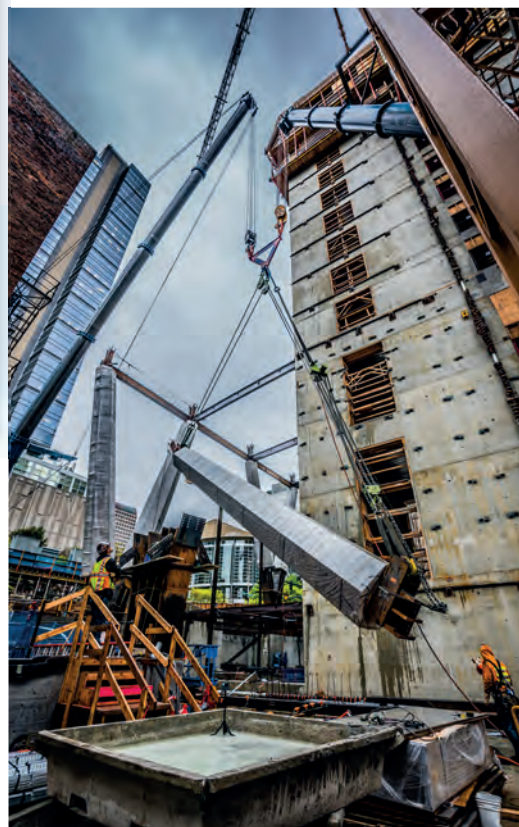


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- 50-ton JDN 50TS
Air Chain Hoist with 35-foot H0L
- 60-ton WLL
Single Sheave Blocks, 24-inch diameter
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The engineering of the supports started on the second floor and run up through the next five stories.



being assembled in a sort of “Y” shape, the assembled height and weight made it essential to install them in sections. Fully assembled, each column came in with the base, installed separately, weighing in around 50,000 pounds with two arms run at a 72-degree angle that span around 60 to 70 feet tall with a final weight of 165,400 pounds for the heaviest columns. The rigging itself weighed 5,528 pounds. Ensuring all pieces lined up properly to evenly distribute the weight with only enough space for one crane, calculations had to be precise.

Once on-site, further challenges crept up that called for on-the-fly adjustments. The position of the crane had to be modified to avoid swinging the counterweight too close to a tree trunk, which would break branches. The crane was moved five feet away to be able to tie the branches back and assure no contact. This move required the crane be set on a wooden ramp to level it out given the slope of University Avenue.

Once the columns were fabricated

and weighed, the numbers came in significantly heavier than planned. The tight nature of the jobsite inside the building did not allow space for two cranes with the capacity required. It became clear that a rigging scenario in which a single crane could pick and upright the columns would be necessary.

Creative rigging

Because of the tight space on-site, it was not possible to use a boom suspension system to stabilize a longer boom to get enough capacity to make the picks, limiting the boom length to 118 feet with no boom suspension. The short boom and head room required that the single crane rigging setup be as short as possible.

The two cranes on the job were a 485-ton capacity Liebherr LTM 1400 all-terrain crane rigged with a main boom of 118 feet and a maximum radius of 45 feet and a 550-ton Grove GMK 7550 rigged with a main boom of 148 feet and a maximum radius of 70 feet.

Equipping the cranes with a 37.5-ton air chain hoist and a pair of 60-ton sheave blocks, the crew was able to perform the work typically done with the aid of a tailing device while utilizing only one crane and saving on the head room required to perform the lift.

The jobsite constrictions left no room for error in placement of the columns.

“One thing that was unique about this rigging scenario was that using the rolling blocks and the chain lift in this way, as the load goes through its rotation, the head height at the final rotation is minimized compared to other systems that are similar like a tri-block that runs the secondary line down, but the rigging height that you end up with was too much for our project,” said Farrar. “This rolling block/hoist system really minimizes the head room once the columns are upright. Because the site was so tight, we couldn’t use any kind of boom suspension like a mega-wing or guy wires since they stuck out too far and would have interfered

>36

with the building core and a lot of the structural elements, so we had to stick to short-length, main boom only and couldn't have any tall rigging."

Farrar engineered the rolling block setup to create the safest, most efficient pick possible that allowed them to run the lift with one crane and save on the space required compared with other options. Limited on viable options, the use of a tri-block system would no longer work in this application, so the creative use of an air chain hoist paired with rolling blocks saved time and money. Keeping a spare 50-ton air chain hoist on site, which never left its shipping container, ensured there would be minimal risk of unplanned

downtime in the event of a mechanical breakdown.

Omega Morgan and Apex were both contracted by Skanska to assist in the lift and to hook the rigging for the crane operator. Apex's Koester saw this as a personal project and stayed heavily involved, arranging for a test run of lifting the columns days before the lift was planned. Running with a pared down crew of only five guys, each of whom would play pivotal roles during the planned lift, the simulation was performed to assure the best practice for lifting and placing the columns. The initial test runs ran smoothly and, while performing the installation, it was



The rigging plan allowed single crane picks where possible and didn't require the use of a tailing device.

determined that extra support bracing would not be required as previously thought. Koester worked directly with Farrar and Lifting Gear Hire, running through the extensive catalog to hand-pick the gear that would be used on site. He arranged for equipment to arrive the same day as the columns to avoid causing further delays with the road closures.

Productive collaboration

Through the collaboration of all three parties, the job went off without a hitch and the use of the air chain hoist and rolling block rigging solution made the entire project possible given the limitations faced.

"Using single crane picks where possible and not having the use of a tailing device like you normally would, the rigging allowed the single crane to work and allowed the job to even be done," said Koester.

To overcome the inevitable obstacles faced on any job, having the right equipment from a reliable partner is as pivotal as the crew's knowledge and expertise in their craft, according to Koester.

The teams of Omega Morgan and Apex Steel Inc., along with their collaboration with Lifting Gear Hire, were able to easily traverse every hurdle along the way and reached a safe and successful installation of the support columns on the 2+U project.

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Recertification is the hot ticket in 2018!

As OSHA's requirement for crane operators to be – and stay – certified approaches, NCCCO is rolling out recertification exams for its newest programs.

Recertification exams for Service Truck Crane Operators were launched in April, while two more are being prepared for release in late summer and fall: Digger Derrick Operator (September), and Lift Director (October).

The requirement to recertify every five years is a key aspect of NCCCO's ANSI accreditation, as required by the international standard ISO 17024 to which CCO certification exams are accredited. And it ensures that operators' knowledge remains current. NCCCO's Exam Management Committees work together to determine the content of each recertification exam with a major emphasis on questions that relate to the latest industry trends in crane technology and standards, as well as areas where there have been records of incidents/accidents related to a particular area of crane operation.

"Recertification tests are less expensive and require less time than the full initial exams," noted NCCCO Commission Chairman Ellis Vliet. "Obviously, it is far better, and simpler, to keep something you already have than to lose it and start over, so it makes sense for those who are already certified to maintain their certified status, especially with OSHA's certification requirement likely to become effective shortly."

That message seems to have been heard loud and clear: Through July of this year, a full 26 percent of all CCO exams administered were recertification exams, representing 36 percent of all written exams administered.

Nearly half (45 percent) of those recertifying take advantage of the



Some CCO certificants have recertified as many as four times, going back to the initial mobile crane certification first made available in 1996, and have achieved the designation of "4-Star" operator.

computer-based testing (CBT) option, rather than traditional paper/pencil testing. CBT is available at more than 400 testing centers around the country; they are in every major metropolitan area as well as many rural areas, so nearly all candidates are within an hour or two drive of at least one.

CBT also enables more flexible scheduling to make it easier to find a time that doesn't interfere with work obligations, and it provides immediate results so candidates know whether they've passed their test(s) and will continue to be certified for another five years.

Hard-won credential

Of the more than 81,000 currently certified CCO operators, 43 percent have recertified at least once. "Certification is quite rightly viewed as a hard-won credential, and it makes perfect sense that anyone who has achieved that would want to preserve and protect it for another five-year period, and beyond," commented

NCCCO CEO, Graham Brent. If, however, certificants do not complete—and pass—all the requirements for recertification before their certification period expires, then they must complete the same exams required for their initial certification.

Most programs require only a written exam for recertification (operators who can attest to a specific amount of crane-related experience do not need to take a practical exam).

Those not meeting the required minimum during their certification period must also take the same practical exam they took for their initial certification. The exception is the CCO Signalperson program which instead requires a practical exam at recertification.

Some CCO certificants have recertified as many as four times, going back to the initial mobile crane operator certification first made available in 1996. Those select few who've continuously maintained their CCO certification for this entire time are recognized as "4-Star" operators, while those who have recertified three times receive "3-star" accolades, two-time recertificants are designated as "2-star," and first-time recertificants are "1-star."

As each level is achieved, operators are sent hard hat decals with the appropriate number of stars to show off their achievement.

“ Nearly half (45 percent) of those recertifying take advantage of the computer-based testing (CBT) option at one of the more than 400 test centers available nationwide. **”**

Registrations roll in for Certification Forum

With OSHA's November crane operator certification deadline looming, there's never been a better time to discuss the certification, evaluation and qualification of crane operators. And that's exactly what will be happening at NCCCO's *Third Annual Industry Forum on Personnel Qualifications*.

Scheduled to coincide with NCCCO's Commissioners Fall Meetings Week,

this year's *Forum* will once again bring together crane industry experts to discuss the latest topics and trends related to crane and rigging personnel qualifications.

In addition to reviewing the status of state and federal (OSHA) standards and regulations, the *Forum* will address a host of relevant issues including: *How to Maintain Program Integrity through a Robust Ethics and Auditing System*; *What a Deep Dive into Testing Data Reveals about Candidates*; *Tackling the "Most Similar" Dilemma*; *CTAG Gets Down to Work*; *Interpreting OSHA's Interpretations*; and *What's Next on the Certification Horizon?*

Since the *Forum* is being held in conjunction with the Commissioners' bi-annual meeting this year, many delegates will likely stay overnight and attend the 45th NCCCO Commissioners Meeting the following morning, said NCCCO CEO Graham Brent. "Commissioners Meetings provide unparalleled insight into the test development and management process used by NCCCO, as well as status reports on all CCO certification projects underway," he noted. NCCCO's *Forums*

Event details

WHAT: NCCCO Third Annual Industry Forum on Personnel Qualifications

WHEN: Wednesday, October 3, 2018, 1:30 - 5:30pm

WHERE: Maritime Conference Center, Linthicum Heights (Baltimore), Maryland

WHY: To provide industry with the latest developments and insights in personnel certification, to promote dialogue on related issues, and to provide guidance to employers and others on applying certification effectively for maximum safety benefit.

WHO SHOULD ATTEND? Contractors, Crane and Rigging Companies, Training Organizations, Insurance Providers, Steel Erectors, Regulatory Agencies . . . and Candidates and Certificants everywhere.

Special panel discussion

The *Forum* will conclude with a special Panel Discussion featuring a wide-ranging debate on subjects as diverse as:

- *Does Virtual Reality Have a Role in High-Stakes Certification?*
- *When Do Testing Accommodations UNlevel the Playing Field?*
- *The Worrying Trend Among States to Discard Certification*
- *Can We Prevent "Bad Actor" Certification Shopping and much more.*

Come with your questions to challenge the panel of experts!

are provided free-of-charge through the generosity of sponsors of the event; registration is required however.

More information at: nccco.org/3rdForum.

NCCCO's Annual Forum comes back to the East Coast in October after an appearance last year in Honolulu (below). In addition to timely presentations from industry experts, the event will provide ample time for Q&A on issues relating to personnel certification and qualification requirements.



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Safety pays dividends

Bill Smith discusses the true cost of safety.

You've heard the sayings before: "Safety pays – it doesn't cost." "Better a thousand times careful than once dead."

You've read these sayings (or sayings like these) in the pages of safety literature and construction publications all over the world. You've seen them on banners. On posters. On websites. In fact, one website I visited while researching this article had well over 100 sayings, all of them geared at drilling the idea of safety into our collectively thick skulls.

But do adages like "anger is one letter away from danger," and "an ounce of prevention is worth a pound of cure" do anything more than make people smile and shake their heads?

Lessons from the field

I have seen my fair share of bloodstains in the dirt and trenches without shoring. I've seen upside down cranes and ruptured gas mains and once had a conversation with a guy who survived a power line contact. I've been on jobsites where safety took a back seat to things like deadlines and bottom line cost, and I've cracked my skull while not wearing my hardhat. All of which is to say that my education in construction safety has been, in large part, experiential – meaning I attended the School of Hard Knocks.

Construction site safety is often talked about but seldom truly understood. In the early years of construction, it was so misunderstood that the cost of being unsafe was built into the job estimate.

It was common practice for accidents to claim one life as each two floors of a building erected, or one life for each million dollars of general construction performed, or one life for each half mile of tunnel construction completed. In the days where crane operators still operated by the seat of their pants and the "no

“What amount of time, and how many resources, do I spend on safety management?”

blood, no foul" mindset still prevailed, "accident prevention" was really more "accident reaction." Jobsite accidents were simply part of the process.

As they do, mindsets eventually changed and managing safety, as well as moral obligations to keep a safe working environment, became increasingly important. Managers and executives began to see that the cost of managing safety far outweighed the cost of not managing safety.

To put that in perspective, consider this: somewhere in the nation, during the five minutes it takes to hold a morning safety meeting, one person is killed by accident and 220 suffer an accidental disabling injury. Hardly something to be taken lightly.

Challenging relationship

For many companies, the everyday reality is that the safety manager is in a challenging relationship with the operations side of the company. Usually, the first corner to be cut in an operation to save time and money is the safety corner. In many cases, performing a task quicker means doing it with a smaller safety margin.

Trying to get managers to understand that "Safety pays – it doesn't cost." is a difficult task because the tangibles are not easily identified. When an accident doesn't occur, you may never know about it.

It's also hard to document when an employee, because of the company training they received, prevented an accident from taking place that would have occurred without the training. There lies the problem that all companies face. What amount of time, and how many resources, do I spend on safety management?



Construction site safety is often talked about but seldom truly understood.

For starters, look at your claims history – your claims tell a story. Devote the resources and fix the problems – whether they're related to equipment maintenance, safety rules and policies, employee training, or having managers who won't enforce the established rules.

Worthy struggle

Safety is an ongoing struggle, but it is a worthy struggle with a clear and concise end goal: To send employees home in the same condition that they showed up for work. Study your history, pay attention to the signs that are all around you, and maybe we can all see the truth in the old adage: "Safety pays – it doesn't cost."

Is it the right time to review your company's safety program? Contact the risk management experts at NBIS to learn more about becoming more proactive and strengthen your company's safety culture. Please call 877.860.RMSS or visit us online at www.nbis.com.



THE AUTHOR

Bill Smith is executive vice president of claims and risk management for NBIS.



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Attracting and retaining talent in today's marketplace has become a mission statement of sorts in recent years. As much as we talk about the skilled-worker shortage, we still can't address it enough.

Fortunately, as more of us across construction and specialized transport continue to seek answers to the question of how do we attract and secure the best workers for our business, the information we're able to share with one another grows, and we become stronger in our efforts as a result.

An example would be in trucking – where driver and technician shortages, combined with the overall absence of interested workers, has created hiring complexities for companies industry-wide in such a way that couldn't have been imagined just a couple decades ago.

But the efforts of many companies to meet this problem head on and push through has also produced some noteworthy, and hopefully productive, insights as of late. As Kevin Nelson, vice president at EmployeeReferrals.com, recently pointed out, the retention rate of employees that come to you after being referred by one of your existing employees is, on average, 2.7 years compared to 1.5 years.

Speaking at a recent Natonalease meeting, Nelson emphasized that employee referrals result in the best applicant-to-hire ratio at 1 out of 10 versus 1 out of 18 from all other sources. Additionally, the time companies typically take to make an offer to a new hire

referred by an existing employee sits at around 20 days, versus around 40 days for candidates hired through a job board.

Walk the walk

Nelson also described some strategy steps geared towards setting up an employee referral program.

First, he said, decide who among your workforce would be eligible for the program, and articulate to them how the process is going to work and what your expectations are. Don't forget to include reward amounts and payout timeframe and structure.

Next, you'll want to make sure you have a proper tracking system in place, indicating where the lead came from, so the right employees get credit for a job well done. Nelson also mentioned the value of executive involvement in such a program, citing, "The CEO should be the company's biggest recruiter/advocate. Send out communications prior to launching the program. Consider having a launch party to build excitement. Follow up with post-launch communications that talk about the program and its successes."

Obviously, continue to promote the program early and often – which can be accomplished through emails, texts, social media and more. And new hires, if applicable, shouldn't be left out of the equation. They should already be excited at the overall opportunity and could be a great source of promotion and evangelism.

Most important, Nelson pointed out, is walking the walk. Pay up. And if more than one employee recommended a new

hire, simply split the reward fairly. As productive a strategy as this program could be, it can be equally destructive the moment your workers decide you're either unreliable, dishonest or both. So, don't break promises – and to that end, make a point to sincerely acknowledge the folks who have worked hard to help enhance the company's workforce. They'll certainly enjoy the extra money, but they'll genuinely appreciate the thanks.

A final insight: some of your best young employees are more likely to have built out relationships with other like-minded individuals over time – who themselves might be looking for a job this very minute. Provide your employees with the capability to share open positions to their social media accounts.

Social networking sites such as LinkedIn and Facebook stand strong as some of the most powerful tools available to recruiters today, and with millennials becoming the largest generation in the workforce, programs that allow employees to automate job postings to populate their news feed is an easy way to get them on board, and get employer branding in front of job seekers in the place they are looking most.

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Moving forward with

Crystal clear: FHWA defines nondivisible load.

Earlier this summer, SC&RA announced to its membership that the Federal Highway Administration (FHWA) had officially clarified a long-standing definition of “nondivisible load” that has been interpreted very differently between states and even within various jurisdictions within states.

The Federal Definition 23 CFR 658.5 – “nondivisible” means any load or vehicle exceeding applicable length or weight limits which, if separated into smaller loads or vehicles, would:

- (i) Compromise the intended use of the vehicle, i.e., make it unable to perform the function for which it was intended;
- (ii) destroy the value of the load or vehicle, i.e., make it unusable for its intended purpose; or
- (iii) Require more than 8 workhours to dismantle using appropriate equipment.

In response to a request from SC&RA, the FHWA formally responded in a letter dated April 12, 2018: “As you (SC&RA) assert, the word, ‘or’ at the end of (ii) means that a load that meets any one or more of the three definitions shall be considered nondivisible. States are required to use the federal definition only when considering whether to issue a nondivisible load permit allowing an overweight vehicle or load to operate on the Interstate System and roads providing reasonable access to and from the Interstate.”

This decision carries significance because, for decades, some states have, particularly with respect to extra equipment on mobile cranes, focused exclusively on (iii) – where removal of counterweights, etc., typically takes less than eight workhours to dismantle. With this new clarification, FHWA asserts that loads shall still be defined as “nondivisible” if the removal of the objects will make it



With this new clarification, FHWA asserts that loads shall still be defined as “nondivisible” if the removal of the objects will make it (the load) unable to perform the function and/or unusable for which it was intended.

(the load) unable to perform the function and/or unusable for which it was intended.

“Historically, our members have had difficulty in some states – and it varies depending on who’s in charge of enforcement in a state – whereby when we permit a load to go through one state, the load is considered nondivisible, only to find out that, following a large fine,

the next state considers it to be divisible,” said Steven Todd, SC&RA vice president, transportation. “And in some cases, the interpretation differs between jurisdictions within a state!”

“What’s interesting,” he added, “is that all fifty states have adopted the federal definition of a nondivisible load, and yet, over the years, they’ve come up with at least a dozen or more interpretations of that, and most of the confusion has to do with the states incorrectly believing that in order to meet the threshold of a divisible load, they only have to prove in their mind that a company failed to meet one of those three definitions. Certain barrier states have really hung their hats on (iii).”

Mobile cranes are the typical example,

“We’re not asking for any special favors; we’re just asking for states to interpret the federal definition of a nondivisible load as the Federal Government has clarified.”

STEVEN TODD, Vice President, Transportation SC&RA

more clarity

“ I do think that the awareness that’s going around with the new interpretations will start helping states get closer and closer to being more consistent. ”

SCOTT HERNANDEZ,
Director of Crash Standards and Analysis, CVSA

explained Todd, although it carries over into trucks and trailers as well. He also noted that some states often misunderstand SC&RA and believe the Association simply wants to throw everything possible on a load – regardless of how much it weighs – and want the state(s) to approve it. He emphasized that this absolutely isn’t the case. “We’re generally satisfied with most states’ weight allowances for such loads, so long as the additional equipment be allowed to accompany the load,” Todd said.

Building consistency

SC&RA will continue to advocate for and further promote the federal definition to members moving forward – providing and articulating the documentation that has been accumulated.

“Another thing we will continue to do is work productively with the CVSA [Commercial Vehicle Safety Alliance],” he pointed out. “Last year, we appeared before them, making this case, but without the federal backing. So, I’m hoping to get to CVSA this fall and advocate this again. These things just take time.”

Scott Hernandez, director of Crash Standards and Analysis at CVSA, echoed Todd in that regard. “We think that it’s very important to have the distinction work towards consistency – for the three points,” he said. “Obviously we don’t believe that we should ever compromise the intended use of the vehicle or make it unable to perform the duties – or destroy the value of the vehicle. I do think that the awareness that’s going around with

the new interpretations will start helping states get closer and closer to being more consistent. It will simply take time to get there.”

Hernandez said the one part of the interpretation that could be a lot more difficult to get to surrounds the eight-hour dismantling. “Especially when it goes on to say that the applicant for the nondivisible load has the burden of proof, right before that. So, I know in some future questions, that’s probably going to come up, because the due diligence that goes into that may vary, and it may show that there are some different practices that go into that.

“Additionally, when considering certain inconsistencies occurring from state to state, sometimes there’s a reason for that. State laws need changed, and some states require less effort – depending on how they’re structured and how they’ve managed this in the past. It may vary.”

Another point of note, he stressed, highlighted how there are still some grandfathered states that have less stringent rules (because of grandfathering) as well as potential impacts on manufacturing. “You have to consider when you get a new definition like this: if you think about it, manufacturers may start making their equipment differently ... whereas before, there was a motivation to make it so you could take it apart. There’s potential that manufacturers will make equipment for less money that’s not designed to be taken apart – so maybe manufacturing may change as a result of a rule change like this.”

Ultimately, Hernandez affirmed, the goal at CVSA is definitely to get states more consistent in uniform practices.

“We’re working towards that and I think this awareness will continue to help,” he said. “Will there still be some different interpretations if you were at the last CVSA meeting? Absolutely. But I think what we’ll see moving forward is more consistency.”

Well received

SC&RA has sent the updated FHWA information to all 50 state DOTs, including a mention of Texas’ new policy, which SC&RA was consulted on last year.

Essentially, the FHWA clarification

Mobile cranes on the move

Join SC&RA Vice President **STEVEN TODD** at the Crane & Rigging Workshop, Sept. 26-28, in Louisville, KY, as he addresses how to use the FHWA interpretation to your advantage with mobile cranes. All aspects of securing permits and working with law enforcement and government officials will be covered. Visit scranet.org/events to register.

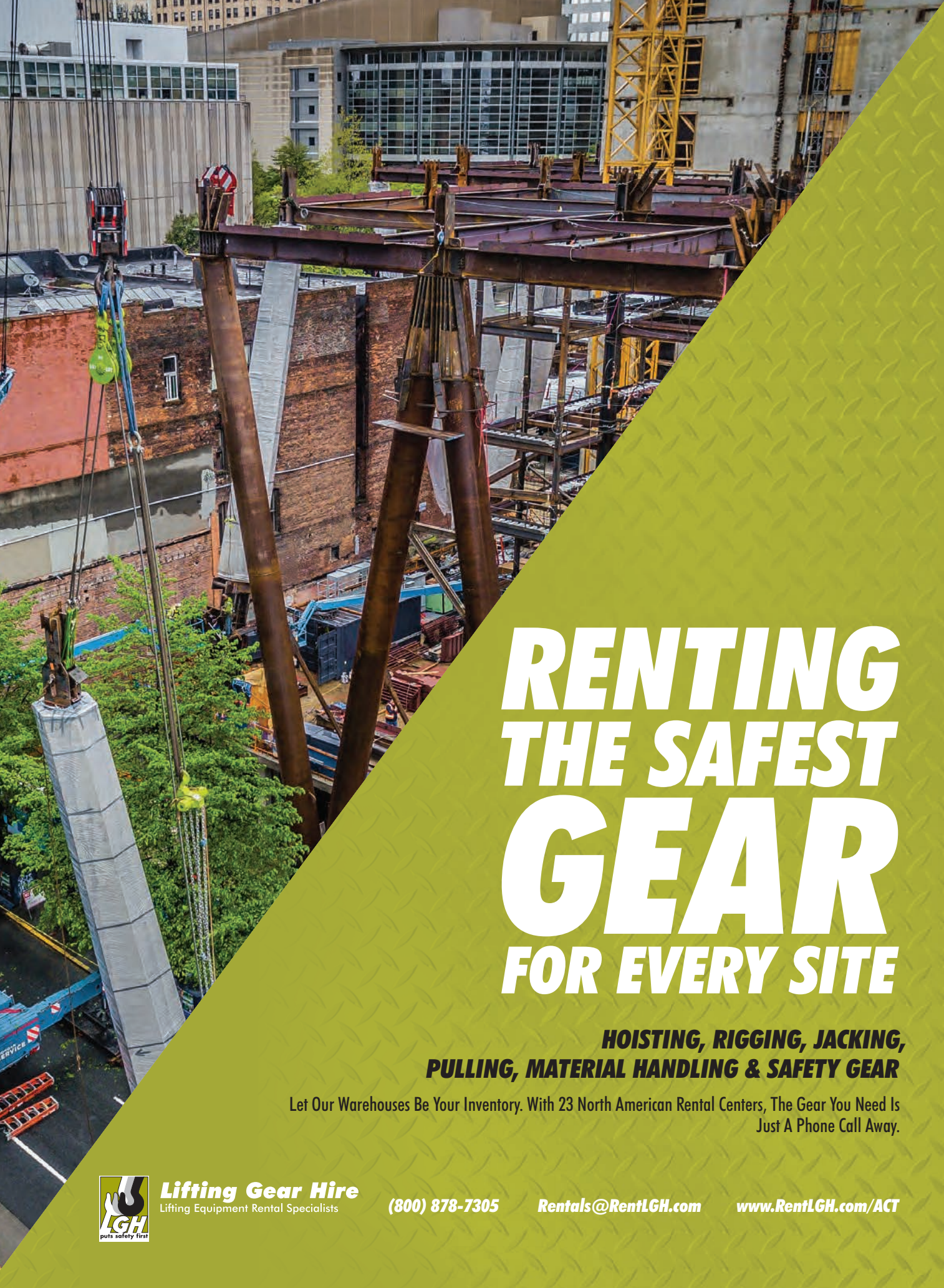


allows for additional objects to be carried as part of the overall permitted load provided that by excluding such additional objects, the load is left unable to perform the function for which it was intended. An example involves various objects associated with mobile cranes, such as counterweights. Texas recently proposed rule changes to “authorize a crane that is permitted ... to travel with properly secured equipment ... to the extent the equipment is necessary for the crane to perform its intended function. For example, counterweights are necessary at the job site to stabilize the crane.” The rule change lists such crane equipment as outriggers, booms, counterweights, jibs, blocks, balls, cribbing, outrigger pads and outrigger mats.

Todd confirmed that SC&RA has received some positive feedback from states that, for the most part, interpret the definition as they do.

“This is true in Texas as well: all we’re asking for is if our load meets any of those three definitions, and the overall weight, the axles, the spacings, and the weight we’re asking for falls within, or under, what that state allows for permitted loads of that nature, then issue the permit,” he said. “We’re not asking for any special favors; we’re just asking for states to interpret the federal definition of a nondivisible load as the Federal Government has clarified.”

He added that it’s important to remember that every time a mobile crane has to offload a few of these items, a separate driver and a separate truck has to carry those in conjunction. “So, we are making the argument, as well, in these barrier states that this is leading to unnecessary congestion, heavier traffic, more emissions and increased safety risks.”



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OPENING SESSION

The new lottery of today is a lawsuit. Bill Smith, EVP of Claims and Risk Management for NBIS, will share practical ways to protect and defend yourself in the event of a suit filed against your company or employees.

SPEAKERS

- **Bill Smith**, Executive Vice President, NBIS (NationsBuilders Insurance Services, Inc.)
- **Troy Pierce**, Vice President HSE, TNT Crane & Rigging, Inc.
- **Patrick Clark**, National Rental Support Manager, Lifting Gear Hire
- **Tom Beasley**, Business Support Manager, Lifting Gear Hire
- **Sam Socolow**, Product Application & Training Manager, Ashley Sling, Inc.
- **Steven Todd**, Vice President, SC&RA
- **Mike Moreland**, Manager Special Hauling Permits, Ohio DOT
- **Chris Nelson**, Specialized Transportation Program Manager, NBIS (NationsBuilders Insurance Services, Inc.)
- **Anne Mahlum**, Owner/CEO, ISolidcore
- **Tony Fastuca**, VP, Sales & Marketing, ASC Python America
- **Brooks Nunley**, Technical Sales & Key Account Manager, The Cortland Company
- **Dennis Sherman**, Technical Sales Manager-Cranes, Samson Rope Technologies
- **Jim Wiethorn**, Ph.D., P.E., Haag Engineering
- **Fernanda Leite**, Ph.D., P.E., University of Texas
- **Michael Rubin**, Partner Attorney, Goldberg Segalla LLP
- **Jamison Fox**, P.E., International Industrial Contracting Corporation
- **2018 Rigging Job of the Year Winners**

REGISTRATION INFORMATION:
www.scranet.org

Look out Louisville!

PHOTO ©GOTOLOUISVILLE



The 2018 SC&RA Crane and Rigging Workshop will kick off in Kentucky, September 26-28.

The 41st year of the Specialized Carriers & Rigging Association's (SC&RA) Crane & Rigging Workshop will be held September 26-28 in Louisville, KY. Best known for bourbon, bluegrass and baseball bats, industry members will convene in the infamous Kentucky city for the annual three-day Workshop. With committee meetings and educational sessions mixed with networking breaks and social engagements, attendees will be treated to both an educational and entertaining event.

The Exhibit Center, which has been sold out 15 years and counting, will be packed with 90 companies offering attendees and exhibitors the opportunity to meet and mingle and to check out the latest products and services across the board. Mark your calendars as this event will be held on Thursday, September 27 from 11:30 a.m. to 2:30 p.m. For exhibiting companies, booth set-up begins Wednesday, September 26 from 7 to 10 p.m. and Thursday, September 27 from 7 to 9 a.m. The following copy was provided by Exhibit Center companies.

A1A SOFTWARE LLC provides cutting-edge cloud-based business solutions for the crane and heavy equipment industries. A1A's signature product, 3DLiftPlan.com, is the

industry standard for lift planning, crane selection, ground-bearing pressure calculating and rigging planning. A1A's latest innovation, iCraneTrax.com, is an online business management solution for both end users and equipment distributors. iCraneTrax.com provides business management tools such as GPS/telematics for equipment tracking and predictive maintenance scheduling; customer relationship management (CRM) tools for tracking sales, quotes, dispatching, scheduling staff and invoicing; job management tools for full site scheduling and conflict warnings and full reporting capabilities to maximize profits.

www.a1asoftware.net
HIGHLIGHTS:

- Committee meetings
- Educational sessions
- Networking opportunities
- Sold out Exhibit Center
- Rigging Job of the Year Showcase
- SC&RA Leadership Forum
- Link-Belt Cranes Factory Tour



ASHLEY SLING, INC., a U.S. manufacturer and distributor of lifting and rigging products, is headquartered in Atlanta, GA with three additional manufacturing facilities in the southeastern U.S. Products include all types of slings, wire rope, rigging hardware, fall protection gear, hoists, high performance round slings and tie-down equipment. Company services include load testing, rigging inspection and rigging and fall protection training seminars.
www.ashleysling.com

ASSOCIATED WIRE ROPE & RIGGING, INC. is the North American stocking distributor for RopeBlock and GN, producer of Sea-Link products and a Van Beest distributor. Speak to Scott Fishfader, Bob Levy, Curt Jabben or Joel Crum at the booth and pick up the latest product catalogues to see what's new at RopeBlock, GN and Sea-Link.
www.associatedwirerope.com

AXION STRUCTURAL INNOVATIONS is a vertically integrated product technology company that manufactures structural composite products from recycled polymer waste. These innovative engineered solutions are used worldwide in a diverse range of infrastructure and commercial applications requiring strength, durability and longer life cycles. Axion makes a full assortment of construction mats, heavy storage supports, railroad products and a range of large format profiles for various construction systems.
www.axionsi.com

BIGFOOT CONSTRUCTION EQUIPMENT is an American family manufacturer that specializes in outrigger pads. Bigfoot is the only major manufacturer of both wood and custom composite, longest in-house manufacturer

of custom composite. This American family manufacturer has veteran employees and ownership that stands behind the guaranteed Bigfoot outrigger pads. Bigfoot has a stock of standard sizes as well as custom outrigger pads to meet and exceed the strength, stability and safety needs of hard working personnel around the world. Working with engineers to build American outrigger pads with the best compressive load ratings while understanding the practical use in the field is who Bigfoot is. Since building outrigger pads in-house since 1991, Bigfoot has had zero returns. Custom composite outrigger pads are guaranteed for life, with American veterans building and backing that guarantee.
www.bigfootconstructionequipment.com

BISHOP LIFTING PRODUCTS, INC., together with Delta Rigging & Tools, Morgan City Rentals, Matex and Safeway Slings, makes up one of the largest wire rope, slings, below-the-hook lifting devices and rigging rental groups in the country. Bishop is a Crosby dealer, Slingmax licensed fabricator and Modulift supplier with 20-plus locations across the U.S. www.Lifting.com

BLOKCAM LIMITED is a leading provider and manufacturer of camera systems for cranes globally. BlokCam is a wireless system that is quickly and easily deployed to the hook block or boom tip of a crane. The sound and view from below the camera is then transmitted and received wirelessly to a screen in the crane cab. BlokCam is continuously developing and now offers a spherical system that can be attached to the hook. www.blokcam.com

BRODERSON MANUFACTURING CORP., since 1973, has been manufacturing industrial carry deck cranes for the energy, utilities and industrial

sectors and performing unique lift operations in harsh operating environments around the world. www.bmccranes.com

CAROL CRANE RIGGING & LIFTING TECHNOLOGIES, INC. provides comprehensive "BTH" (Below-the-Hook) lifting solutions for crane, rigging, lifting and transportation projects. Carol has led the heavy rigging and lifting industry in service, innovation, safety and quality of workmanship for almost two decades. Carol has a team consisting of senior rigging and lifting specialists, engineers, crane operators and project managers with an average tenure of 25 years in the industry. Carol Rigging & Lifting Engineering is conveniently headquartered in the Gulf Coast region in the Houston, TX area with capability for global delivery. www.ccrft.com

CORTLAND COMPANY is an originator of synthetic fiber braiding manufacturing and understands the base properties of these high-performance textiles. Combining the latest fiber technology, with extensive application experience, Cortland provides custom-braided rope slings for critical heavy lift applications specializing in below-the-hook solutions. By continuously developing their technologies, they enable customers to meet some of the world's greatest challenges.
www.cortlandcompany.com

CRANETRADER is the go-to source for new and used cranes and lifting equipment. Published monthly, *CraneTrader* includes thousands of detailed listings and full-color photos featuring equipment ranging from large cranes to specialty parts for sale across the United States. Information about the crane and lifting equipment included in the *CraneTrader* publication is also available online at www.CraneTrader.com

DEARBORN COMPANIES, supporting the heavy lift/heavy haul industries nationally, is a leading engineering service provider for ground condition surveys, ground stabilization design, rigging and shoring engineering and 3-D documentation of terrestrial and above-ground facilities utilizing laser scanning and UAV ("drone") data collection methods. Dearborn's project experience spans a wide variety of demanding and hostile work environments ranging from power generating stations, refineries and heavy manufacturing plants, to infrastructure (rail, roadways and airports) through healthcare and mission critical facilities. Dearborn's engineering expertise runs the gamut from carry-deck and spider crane placements inside and atop high-rise buildings, through RT, crawler

2018 marks the 41st SC&RA Crane & Rigging Workshop.

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www.DearbornCos.com

Since 1988, **DICA** has specialized in building engineered outrigger pads, crane pads and cribbing products that deliver equipment stability, ergonomic safety and transportation savings. With 30-plus standard models in the SafetyTech, FiberMax and ProStack product lines, DICA is the only foundational support company that provides engineered solutions for equipment ranging from equipment trailers to 500-ton capacity cranes.

www.dicausa.com

DOLECO USA, a supplier of high quality products for the lifting and load securing industries, has announced its new textile chains, DoNova PowerLash and PowerLift, consisting of high performance webbing made with Dyneema to create a chain that is as strong as steel and 85 percent lighter. The DoNova textile chain will be on display at this year's Crane & Rigging Workshop. www.doleco-usa.com

DORAL EQUIPMENT RENTAL is the best choice for heavy lifting rental needs. Doral Equipment Rental has the largest fleet of Versa-Lift forklifts in the world, along with forklift capabilities up to 120,000 pounds. Doral Equipment Rental has the most modern, well-maintained fleet in the rental industry. Doral rents Versa-Lift forklifts, Enerpac gantries, Rigger-Lift fork trucks and Hilman Traksporster products, all leading brands built for power and versatility, perfect for rigging projects. A large fleet of equipment means more available units than competitors. In-house transportation ensures timely delivery across all of North America (U.S. and Canada) and the most competitive pricing available.

www.doralequipmentrental.com

ENERPAC, an innovator in heavy-lifting technology, is exhibiting hydraulic gantries, strand jacks, Jack-Up and other powerful, multi-point systems for the increasing demands of the heavy-lifting and rigging community. With simple, intuitive, hand-held and computerized systems for accurate and safer control, Enerpac Heavy Lifting Technology is creating solutions for the challenges of tomorrow. www.enerpac.com

FAYMONVILLE DISTRIBUTION AG is a manufacturer of trailers for heavy-duty haulage and oversized cargo transportation. With more than 50 years in business, Faymonville provides

customers optimal solutions and systems for any transport need outside the usual norms. The full product range encloses telescopic and steerable trailers, double drop trailers, dual lane trailers or modular trailers. The high level of innovation and the excellent manufacturing quality of the products are secured by high-tech production processes. www.faymonville.com

FLEET COST & CARE, INC. is a fleet management software company serving businesses of all sizes in the heavy equipment industry. FCC's software enables companies to improve internal operations by providing a centralized system that speeds up invoicing, streamlines payroll and ensures safety and success. The innovative FCC solution eliminates needless duplicate data entry while maximizing fleet and personnel efficiency and profitability.

www.fleetcostcare.com

GARROD HYDRAULICS, INC. specializes in the remanufacturing of hydraulic cylinders. Garrod works with the European manufacturer of the cylinders that are used on most larger capacity cranes. The company handles large cylinders in-house and can do chrome plating up to 46 feet in length. Garrod Hydraulics has been rebuilding hydraulic cylinders since 1978. It is also ISO 9000 certified. www.garrod.com

***NEW* GKS LIFTING AND MOVING SOLUTIONS, LLC** is the supplier of high quality, German made rigging equipment for more than 50 years. This includes hydraulic jacks with a capacity from 5 tons to 30 tons, dollies (2 to 200 tons), rotating dollies (2 to 12 tons) and Remote Operated, Battery Operated, Transport systems (ROBOT) for 10, 20 and 40 tons. All product has a 5-year warranty (ROBOT, 2 years) and ships within 24 hours from Springfield, OH. www.gksweb.com

GLOBAL EXECUTIVE SOLUTIONS GROUP specializes in providing talent that works with cranes and specialty lift systems as well as specialized transportation to include flat bed, heavy haul, over dimensional, Goldhofers, SPMTs and rail cars. Whether it is for positions in senior management, operations, sales and marketing, safety, engineering, information technology, accounting or human resources, they have the resources. www.globalesg.com

GOLDHOFER AKTIENGESellschaft is a leading global manufacturer of specialized transportation equipment in the field of general and heavy-duty road haulage and oversized cargo transportation. With a full and proven range of products, including trailers, semitrailers, modular heavy-duty vehicles, self-propelled tractors, transport equipment for wind power plants and aircraft tractors,

Goldhofer meets an extremely wide variety of needs in almost every transportation situation. The company has supplied more than 37,000 vehicles to more than a hundred different countries, all of them now doing a reliable job in what are sometimes extremely difficult conditions. www.goldhofer.de

GREENFIELD PRODUCTS LLC is a leading manufacturer of specialized solutions in a broad range of markets. Greenfield Products is proud to showcase an in-house designed line of boom dollies, boom launchers, counterweight trailers, custom trailers and lifting devices. In addition, recent design advancements to the crane outrigger pad line has bolstered an already strong footprint in the industry, and Greenfield is excited to share its progress at the SC&RA C&R Workshop. www.greenfieldpi.com

H&E EQUIPMENT SERVICES is the largest Manitowoc and Grove crane dealer in the world. With 89 locations nationwide and 32 that specialize in cranes, H&E provides the most comprehensive crane product support network available. It is a network dedicated to crane sales, rentals, parts, service, Manitowoc's EnCORE-certified crane remanufacturing, structural repair and CCO training. H&E is also the authorized dealer for National Crane, Manitex, Marine Travelift, Komatsu, Bobcat, JLG, Genie, Skyjack, Gehl, Yanmar, Takeuchi, Multiquip, Wacker, Atlas Copco, Generac and many other top equipment manufacturers. www.HE-equipment.com

HALE TRAILER BRAKE & WHEEL operates as a trailer dealer offering new and used trailers. Hale sells and rents vans, flatbeds, dumps, walking floors, tanks, lowboys, specialized/heavy hauls, hopper bottoms, reefers, tippers, yard tractors and other trailers. Hale also engages in the rental of trailers, specialty equipment, mobile offices/modular structures and storage trailers/containers. In addition, Hale offers installations, parts, truck equipment, repairs and maintenance services. www.HaleTrailer.com

Since 1947, **HBC-RADIOMATIC, INC.** has led the market in the development and production of radio control systems for industrial and mobile hydraulic applications across the globe. Through the company's stringent quality standards, ground-breaking innovations and dedication to its customers, HBC-radiomatic continues to set the benchmark for cutting-edge, robust wireless controls. Established in Cincinnati in 1998, HBC-radiomatic Inc. has evolved to become a leading supplier of safe radio control solutions for all of North America. www.hbc-usa.com

HEARTLAND COMMUNICATIONS GROUP, INC.

Heartland's crane and lift group consists of editorially driven publications, *Crane Hot Line* and *Lift and Access*. The magazines are mailed in print and digital formats to North America's lifting, rigging, specialized transport and the mobile elevating work platform industries. www.cranehotline.com, and www.liftandaccess.com

HOISTCAM, designed and manufactured by Netarus, is a rapidly deployable wireless camera system that increases the safety and productivity of heavy equipment operators. Netarus' HoistCam platform suite is available with optional remote monitoring, recording and management analytics reporting. Netarus' HoistCam Director enables centralized monitoring for the jobsite via HoistCam, other cameras and even drones. Netarus' HoistCam SiteTrax.io provides customized and automated reporting capabilities including video records, safety analysis and 3-D models. www.hoistcam.com

HOIST LIFTRUCK MFG. LLC is a U.S. manufacturer of high-capacity lift trucks ranging from 15,000 to 125,000 pound lift capacity. These 100 percent American-made machines include the FR Series extendable counterweight forklift. The FR Series is the ideal machine for riggers and machinery movers, providing a vast range of capacity options with just the push of a button. In addition to the diesel model, the FR-E Series extendable counterweight includes all of the amazing features of its diesel counterpart, but the FR-E runs on electric power and emits zero diesel fumes. www.hoistliftruck.com

HOLLAND MOVING & RIGGING SUPPLIES, INC.

designs and manufactures high-capacity heavy material transport equipment such as the Holland Dollie, boom dollies and tag axles, custom transporters and self-propelled modular transporters. HMR Supplies is committed to helping customers design and execute plans to handle and transport huge, heavy, difficult items safely and cost-effectively. The company also offers a complete line of structural moving supplies and a dolly rental fleet. www.hmr-supplies.com

HOLLOWAY HOUSTON, INC. offers everything that's needed for industrial lifting needs, combining quality products with state-of-the-art testing services made available at a world class testing facility. www.hhilifting.com

***NEW* INSPECTALL** is a mobile inspection platform, created for the crane and rigging industry. Users can perform inspections from a mobile device and the information is available for other users to retrieve data, generate instant reports, resolve issues, manage scheduling and track asset history. With complete packages developed by industry professionals, as well as the ability to customize, InspectAll is the inspection app for crane and rigging companies of all sizes. www.inspectall.com

Come on down to Booth 70, **INDUSTRIAL TRAINING INTERNATIONAL (ITI)**, to test your crane operator skills via the ITI VR Carry Deck Simulator. There will be a (virtual) crane rodeo taking place all day long, with a grand champion to be crowned by day's end. ITI is a leader in crane, rigging and load handling educational services that has been serving the heavy lift and

transport industries since 1986. ITI services are delivered at customer locations, ITI Training Centers, on-demand through ITI Online and through ITI VR. www.iti.com

INTERNATIONAL CRANES & EQUIPMENT

EXCHANGE, INC. is an authorized Kessler service partner for North and South America. IC&EE is the largest supplier of OEM crane parts for European cranes in these regions. Established in 1995, IC&EE has the expertise and experience to supply the right parts at a reasonable price. IC&EE has in stock OEM brands including Kessler, Bosch, WABCO, Mercedes, Hella, Hydac, ZF, Hengst, Mann and more for Krupp, Grove GMK, Tadano Faun, Link-Belt, Liebherr, Demag and others. www.ic-ee.com

J&R ENGINEERING CO., INC. located in Mukwonago, WI, is the manufacturer of the Lift-N-Lock hydraulic boom gantry, Delta Lift rubber tired gantry, Lift-N-Lock Crawler Transporter and other specialized lifting equipment serving the machinery moving, industrial material handling and nuclear industries. www.jrengco.com

KALYN SIEBERT INCORPORATED is a global manufacturer of world-class heavy-duty trailers located in Gatesville, TX. Every product manufactured by Kalyn Siebert is designed and hand-made by a team of seasoned engineers and experienced craftsmen ensuring high performance construction and end-user return on investment. Kalyn Siebert provides customers in the transportation, construction, towing and oil/gas segments with flexible solutions to maximize capacity

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KHL GROUP is a diversified media company and the leading supplier of international construction information in the world. Using its market-leading magazine brands, KHL has expanded into digital magazines, e-newsletters, directories, book publishing, direct mail, list rental, exhibitions, conferences and contract publishing. KHL publishes *American Cranes & Transport*, the official domestic magazine of the SC&RA, and *International Cranes and Specialized Transport*, the official international magazine of SC&RA. www.khl.com

KTSDI-KESSLER is the North American sales representative for Kessler Axles, Mobile Elektronik, Alfred Heyd and Neumeister. KTSDI stocks spare parts and has a comprehensive full-service facility. KTSDI

offers engineering solutions for component, vehicle chassis and suspension design. KTSDI offers onsite/virtual training and emergency repair visits to customers. With educated staff and trained technicians KTSDI will provide solutions for the machine's maintenance/repair. Offices are located in U.S. and Canada. ISO9001-2015 Certified. www.KTSDI.com

LANDOLL CORPORATION is a manufacturer that designs, fabricates, finishes and markets heavy equipment trailers, specialized narrow-aisle forklifts, agricultural tillage equipment and OEM and government products. Landoll designs and manufactures a complete line of trailers, including traveling axle, traveling tail, detachable, bottom dumps, car trailers, utility and industrial tags, which serve many different industries.

www.landoll.com

LARRY COLLIER CRANE PARTS AND SERVICE has been in business since 2011. The company's inventory includes Terex Demag parts, and between Larry and Donald Turner, the company has 60 years' worth of experience in Demag cranes. Donald has completed the Tier 5 training at Terex. Larry Collier can also get used and rebuilt parts for Demag Krupp

cranes, as well as Mercedes engines. www.lccraneparts.com

LIEBHERR USA, CO. has developed a large, continually evolving range of sophisticated products and services for more than 60 years. Practical and seasoned machines, coupled with proven engineering and high quality, ensure customer benefits in all product areas. Liebherr offers a comprehensive selection of mobile and crawler cranes with telescopic and lattice booms, as well as rough terrain cranes, duty cycle crawler cranes and piling and drilling rigs. Liebherr also manufactures one of the widest ranges of fast-erecting and top-slewing tower cranes in the world. www.liebherr.com

LIFTING GEAR HIRE is North America's largest organization devoted exclusively to the rental of lifting and equipment moving, for rent. LGH inventories over 70,000 RFID-tagged pieces of hoisting, pulling, jacking, rigging, material handling and safety equipment. With 23 locations throughout North America, and supported by over 50 rental representatives, LGH can tool up your project. All equipment has been carefully selected by LGH for its durability, longevity and is certified before delivery to your jobsite. www.RentLGH.com

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www.lift-systems.com

LINDEN COMANSA AMERICA is the North American distribution center for Linden Comansa, offering sales, engineering support, service and parts to the North American market. Linden Comansa is a leading manufacturer of flat top and luffing jib tower cranes. All cranes are built with the latest technology that is grounded in safe, reliable operation. They also are some of the simplest cranes to erect and dismantle because there is no tower top or pendant lines to

assemble and all connections are pin connected.
www.lindencomansaamerica.com

LINK-BELT CRANES designs, manufactures, sells and supports telescopic boom and lattice boom cranes for the construction industry worldwide. Link-Belt's ever-evolving product line includes telescopic crawler, rough terrain, lattice crawler, hydraulic truck, lattice truck and all-terrain cranes. It has a strong network of domestic and international crane distributors that provide full sales and service support. www.linkbelt.com

LONE STAR RIGGING strives to produce and sell the highest quality American-made products at competitive prices. There are cheaper import products, but the company's goal is to provide the American industry with products manufactured in America made from domestic material. Behind these American-made products are engineering and technical support, product consistency and quality assurance measures that are non-existent in import wire rope and rigging hardware.
www.lonestarrigging.com

MAGNI AMERICAS INC. is a leading, global manufacturer of the most versatile telescopic handler on the market. From a 360-degree

rotating telescopic handler with 150 feet of reach to a high capacity, fixed-boom telescopic handler with a capacity of 99,200 pounds, Magni has the machine for your lifting needs. Outfit the machine with one of Magni's many attachments to see just how versatile it is, it's truly a 4-in-1 machine. Magni's pressurized cab has as a standard, 100 percent inlet air filtration system that with the use of proper, factory recommended filters, is safe for the operator to work in environments where harmful materials like silica, asbestos or other pollutants may be present. Magni telescopic handlers also come equipped with an LMI system standard on all machines, ensuring optimum safety during operation.
www.magnith.com/en-US/Home.aspx

THE MANITOWOC COMPANY, INC. is recognized globally as a premier innovator and manufacturer of crawler cranes, tower cranes and mobile cranes for the heavy construction industry. Manitowoc's brand portfolio of Grove, Manitowoc, National Crane, Potain and Shuttlelift cranes provides the most comprehensive range of lifting solutions in the industry. Manitowoc Crane Care serves customers with extensive aftermarket service and Manitowoc Finance offers a full range

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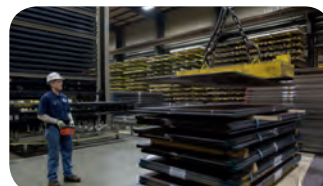




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of financing solutions in partnership with industry-leading dealer channel support. Engineered for reliability and performance, Manitowoc keeps customers working and profitable. www.manitowoc.com

MATRIX PAYMENT SYSTEMS have been in the B2B credit card processing industry since early 2000 and services thousands of businesses across the U.S. The company's 80-plus sales representatives have an average of more than 10 years of experience. Matrix signature product is unlike anything else in the marketplace today. Because of its unique billing interchange tables and software, Matrix can save a company money where other processors cannot. Whether Matrix can save client's money to lower their current processors discount rates or if Matrix can become a partner, it is always a win-win for everyone. www.matrixpaymentsystems.com

MAZZELLA COMPANIES provides lifting slings including chain, wire rope, nylon, cordage, tie-down and high-performance synthetic slings; wire rope assemblies; as well as bridge cables, crane and steel mill cables or OEM assemblies. Mazzella engineers, designs and manufactures overhead cranes, crane components, engineered lifting devices, fall protection systems and special fabricated items. The company has certified and experienced personnel including on-staff engineers, estimators, fabricators, fitters and welders. www.mazzellacompanies.com

MODULIFT UK LTD are the premier supplier of spreader beams, lifting beams and other below-the-hook lifting equipment. As specialist lifting engineers operating in a niche market, Modulift concentrates on the provision of off-the-shelf and custom lifting solutions through its distributors, who hold stock of spreader beams up to 400-ton capacity all around the U.S.A., Canada and Latin America. Modulift aims to exceed customers' expectations by providing an all-around service on the delivery of value for money and quality products.

www.modulift.com

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to get the latest updates on recent CCO program developments, including new CCO recertification exams for operators of Service Truck Cranes and Digger Derricks as well as Lift Directors. Also discover new CCO certifications that will soon be required by OSHA's impending crane rule, including those for foundation drill rig operators and dedicated pile driver operators. Plus check out new candidate videos for the CCO Rigger Level I and Rigger Level II programs, which will be on continuous display. www.nccco.org

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ASC/PYTHON AMERICA ropes are made in Germany including all wires and strands. Some of the company's new Compac 35 Plus true nonrotating ropes, from 16 to 32 millimeters, are available and in stock for all truck, mobile and crawler cranes. Additionally the company's

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RIDEWELL SUSPENSIONS engineers and manufactures custom suspension systems for the specialized transportation industry. Ridewell also supplies drum and disc brake axles as well as air control systems. The company has served the transportation industry worldwide since 1967 and holds many patents for exclusive features that provide for low maintenance and superior ride quality. Visit them at www.ridewellcorp.com

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and maintains the largest fleet of hydraulic gantry systems and accessories worldwide. Mobile Pick & Carry Machines, up to 110-ton capacity, from Lift Systems and Riggers Manufacturing Company round out their core product offerings. www.rgsinc.net

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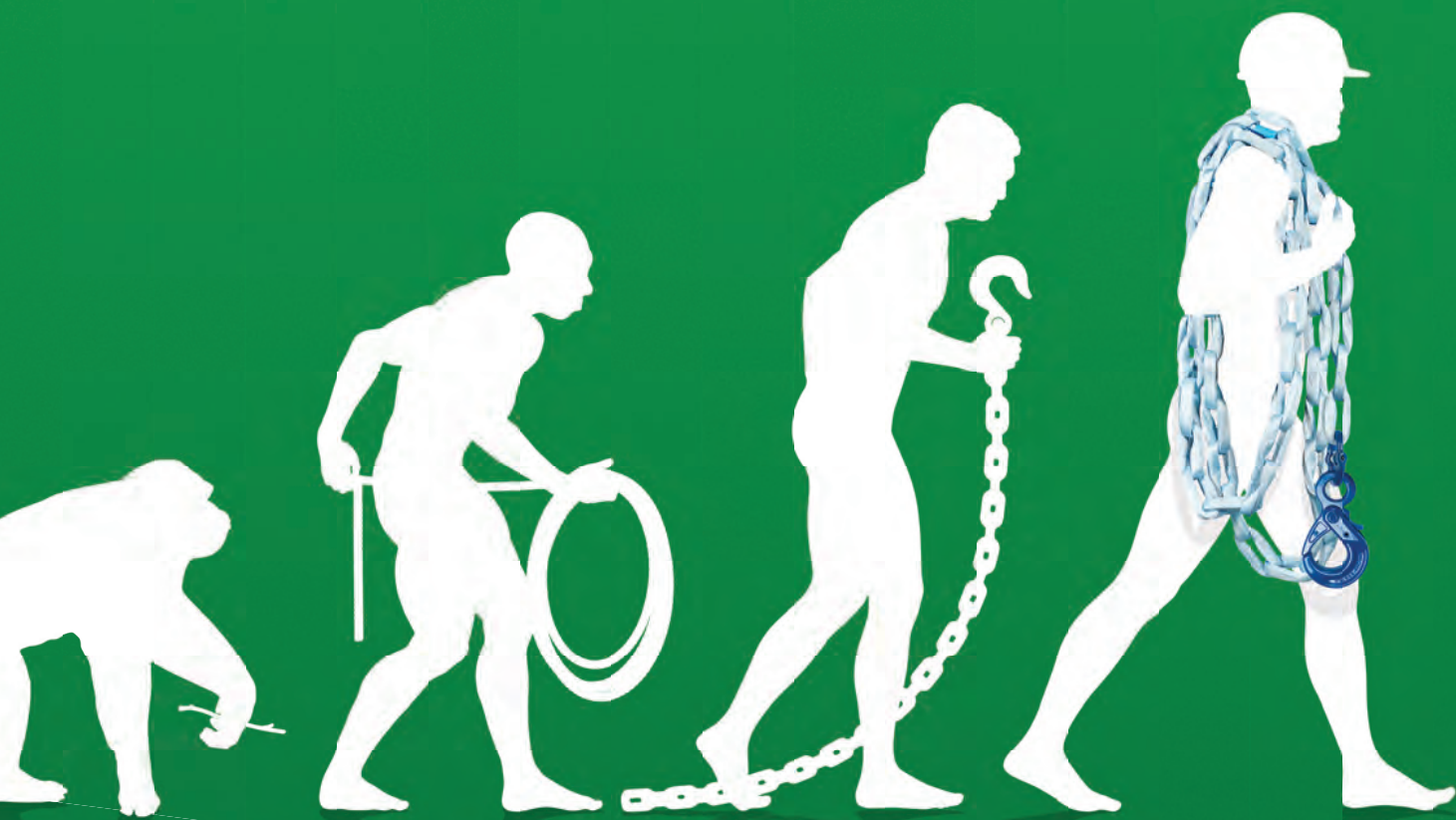
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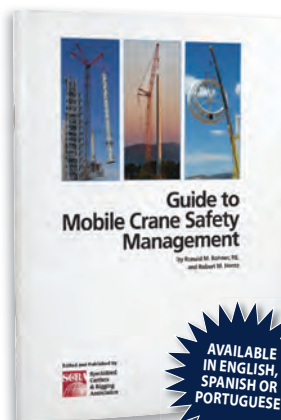
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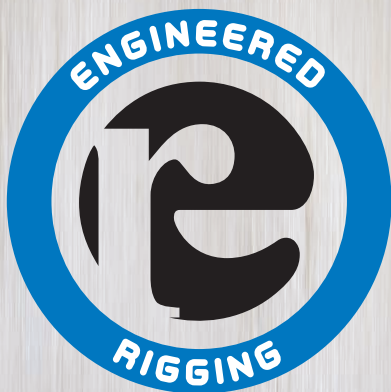


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2019 SC&RA EVENTS:

January Board & Committee Meeting

January 3-6
Grand Wailea, Wailea, HI

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February 19 - 22
Westin Galleria Houston, Houston, TX

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Garrison elected Terex board chairman

John Garrison, Terex president and chief executive, has also now taken on the position of chairman of the board as of August 15, 2018. Garrison succeeds David Sachs, non-executive chairman. Sachs was appointed lead director in May

2013 and will now take up that role again.

Sachs commented, "I would like to congratulate John on his election to serve in the additional capacity of chairman of the board. Under his leadership, management has taken significant steps to better position Terex for the future while executing the company's 'Focus, Simplify and Execute to Win' strategy and I am convinced that the best is yet to come for John and the Terex team. John's strong track record as CEO of Terex, coupled with his experience sitting on the Terex board, leaves me confident that the role of chairman will be in good hands."



John Garrison

"I appreciate the Board's support and confidence and I look forward to leading Terex on our mission to provide solutions to our machinery and industrial product customers that yield superior productivity and return on investment," Garrison said. ■

Hy-Brid Lifts appoints territory manager



Custom Equipment recently welcomed **Dave Sluis** as its Southeast U.S. territory manager.

Sluis is focusing on continuing the growth and channel development of Hy-Brid Lifts.

"There is a lot of growth happening in that part of the county," said Dan Schneider, vice president of sales, Custom Equipment. "Dave's experience in this industry and strong leadership abilities are just what we need to ensure we're meeting the needs of contractors in that area."

Sluis has more than 12 years of experience in the industrial industry with the last four years focused in sales. Prior to joining Custom Equipment, he worked for LiftOne, a material handling and warehouse solutions provider in Charlotte, NC. He also has worked for Southeast Industrial Equipment, a material handling equipment dealer. In addition to industry experience, Sluis also brings strong leadership skills he gained as a Cavalry Scout in the U.S. Army where he participated in many projects.

Shavlan joins CraneWorks as director of sales

CraneWorks has named Mike Shavlan director of sales for the southern region. He will have a team of nine reporting to him in a territory covering Alabama, Florida, Louisiana, Mississippi, Texas and Southern California. Shavlan brings 20 plus years' experience to his role. Previously, he held a number of positions with Rush Truck Centers, including district regional manager. Shavlan has a Bachelor of Science in Finance from the University of Houston.

Keith Ayers, CEO of CraneWorks, said Shavlan's career experience is key for three reasons.

"Now that we have Mike in place, we will build on our growth over the last 12 months," said Ayers. "We'll

also align our sales goals with the northern region, which is headed up by Bob Maze. In addition, because Mike's experience is rooted in our industry, he understands the needs of our customers and prospects. His skillset is extremely valuable."

■ The Specialized Carriers and Rigging Foundation has awarded **Shalini Sharma**, a \$1,500 award to attend the Morrow Tower Crane School. This past grant recipient is excited about the crane and rigging industry and offered thanks to the SC&R Foundation for "pulling me out of the poverty line and helping me provide for my children as a single mother."



■ **Luis Luna** recently received the CICB Continuing Education Grant for 50 percent of

tuition for the crane operator program. Additionally, the SC&R Foundation awarded Luna \$2,000 towards this course to assist him with the remaining tuition. He hopes the certification program will advance his career and open opportunities for employment.

For Shavlan, it all boils down to relationships. "People buy from people," he said. "Our goal is not only to increase sales, but also to expand our market presence and footprint, and to become known as a leader in crane sales and rentals." ■



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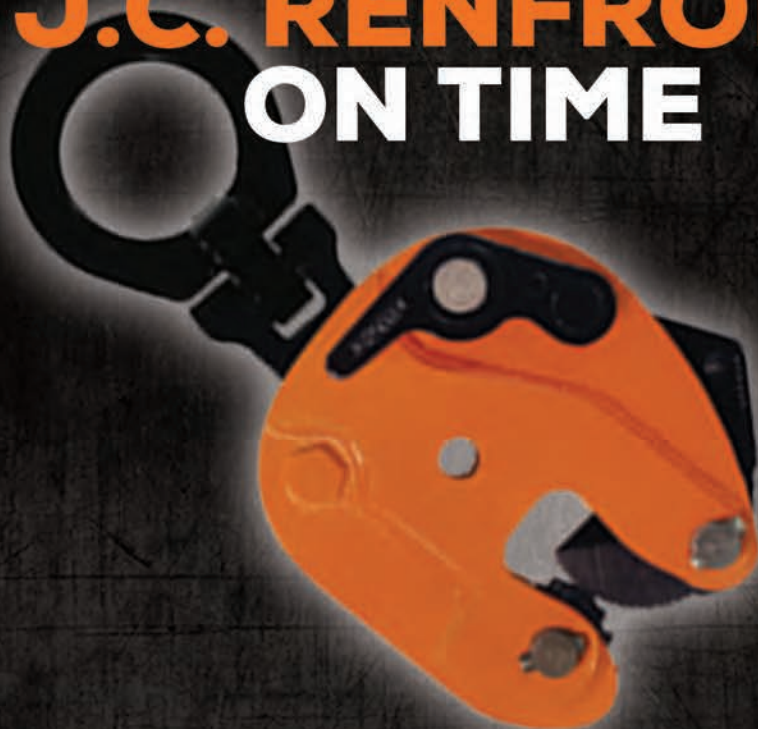
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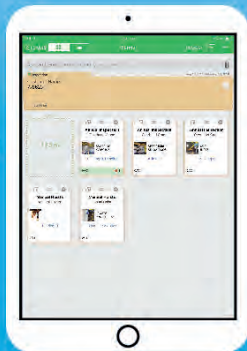
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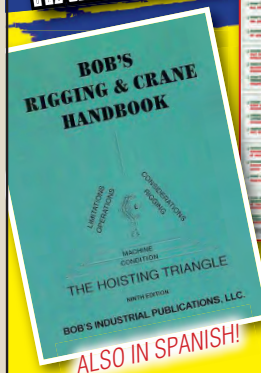
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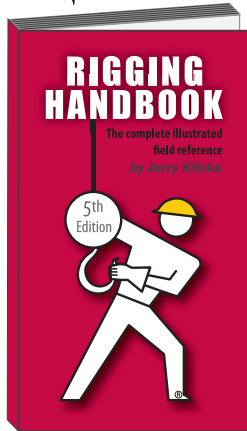
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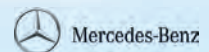
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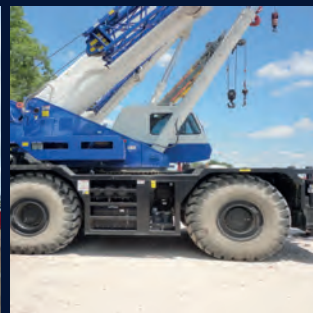
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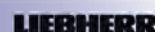
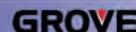
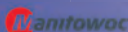
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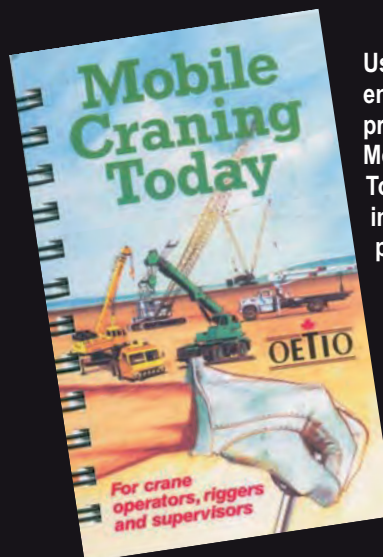
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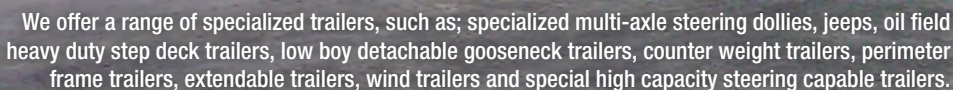
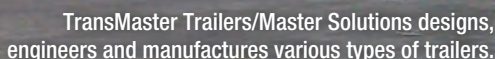


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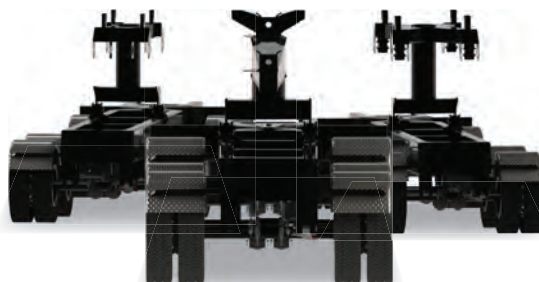
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Sky dangers

Cranes and power lines can be a deadly combination.

There's no getting around it: power lines are deadly for crane operators. Through electrocution, power lines have caused a third or more of all crane-related fatalities. Which is why this month we're reintroducing you to some of the most important aspects of the OSHA standard pertaining to power line safety for cranes and derricks in construction.

For starters, you should assume that all power lines you come across are energized unless you have confirmed with the utility owner/operator that the power line has been de-energized. If the power line hasn't been de-energized – and before you can begin operations – you need to identify the work zone in one of two ways:

1 BY DEMARCATING BOUNDARIES (such as with flags, or a device such as a range limit device or range control warning device) and prohibiting the operator from operating the equipment past those boundaries; or,

2 BY DEFINING THE WORK ZONE as the area 360 degrees around the equipment, up to the equipment's maximum working radius.

After determining the appropriate work zone, you must also determine if any part of the equipment, load line or load (including rigging and lifting accessories) could, at the equipment's maximum working radius, get closer than 20 feet to a power line within the determined work zone. If not, you're good to go and no further action needs to be taken. However, if equipment will indeed get within 20 feet of a power line, then you (or the employer) must meet the following requirements:

1 DEENERGIZE AND GROUND. Confirm from the utility owner/operator that the power line has been deenergized and visibly grounded at the worksite.

2 20-FOOT CLEARANCE. Ensure that no part of the equipment, load line, or load (including rigging and lifting accessories), gets closer than 20 feet to the power line by implementing at least one of the measures specified in paragraph (b) of that particular section.

“ Assume that all power lines are energized unless you have confirmed with the utility that they have been de-energized. ”

3 TABLE A CLEARANCE. Determine the line's voltage and the minimum clearance distance permitted under Table A (see § 1926.1408). (ii) Determine if any part of the equipment, load line or load (including rigging and lifting accessories), could get closer than the minimum clearance distance to the power line permitted under Table A (see § 1926.1408). If so, then the employer must follow the requirements in paragraph (b) of this particular section to ensure that no part of the equipment, load line or load (including rigging and lifting accessories), gets closer to the line than the minimum clearance distance.

If the worst-case scenario happens and contact is made between a crane and an energized line, the crane operator should stay inside the cab and try to remove the crane from contact by moving it in the reverse direction. If the crane cannot be moved away from contact, the operator should stay inside the cab until the lines have been de-energized. All other personnel should keep away from the crane, ropes and load, since it's possible the ground around the crane could be energized.

Takeaways

There is, of course, a lot to think about when it comes to power line safety, but here are three takeaways to remember:

- Any time it's possible, deenergize the power line.
 - While power line safety is indeed the responsibility of everyone on the job site, it's specifically the responsibility of the employer.
 - Staying outside of the 20-foot distance from an energized power line is a good general rule of thumb. However, there are some instances where a crane should be even farther away than 20 feet.
- It's always best to consult the OSHA rule for yourself, so be sure to spend a little time refreshing yourself on what you can and cannot do. You'll be happy 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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