

# ACT

The magazine for the crane, lifting and transport industry

[www.craneandtransportbriefing.com](http://www.craneandtransportbriefing.com)

A KHL Group Publication

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Below the hook

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Link-Belt

OVERSIZE LOAD

ACTEXCLUSIVE ✓

## 225|AT roll out

Link-Belt launches a snazzy new all terrain

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SC&RA



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## Editorial

## Editor

D. Ann Slayton Shiffler  
d.ann.shiffler@khl.com  
512 868 7482

## Deputy editor

Hannah Sundermeyer  
hannah.sundermeyer@khl.com  
913 259 8060

## International editor

Alex Dahm | alex.dahm@khl.com

## Deputy international editor

Niamh Marriott | niamh.marriott@khl.com

## SC&amp;RA correspondent

Mike Chalmers

## Director of content

Murray Pollok

## Media Production

## Client success &amp; delivery manager

Charlotte Kemp | charlotte.kemp@khl.com

## Client success &amp; delivery team

Ben Fisher | ben.fisher@khl.com

Olivia Radcliffe | olivia.radcliffe@khl.com

Alex Thomson | alex.thomson@khl.com

Group design manager Jeff Gilbert

Group designer Jade Hudson

Events manager Steve Webb

Events design manager Gary Brinklow

Creative designer Kate Brown

## Circulation

## Audience development manager

Anna Philo | anna.philo@khl.com

## Sales

## Vice president sales

## MATT BURK

14269 N 87th Street, Suite 205,  
Scottsdale, AZ 85260  
T: 312 496 3314  
C: 773 610 9467  
matt.burk@khl.com

## National sales manager

## MICHAEL SHARKEY

515 269 0258  
michael.sharkey@khl.com

## National account manager

## BEV O'DELL

1000 SW Rainbow Lane  
Blue Springs, MO 64015  
T: 816 886 1858  
C: 816 582 5253  
bev.odell@khl.com

## Vice president global sales

## ALISTER WILLIAMS

843 637 4127  
alister.williams@khl.com

## CLIENT SUCCESS &amp; DIGITAL DIRECTOR

Peter Watkinson  
peter.watkinson@khl.com

## CHIEF EXECUTIVE OFFICER

James King

## CHIEF FINANCIAL OFFICER

Paul Baker

## CHIEF OPERATING OFFICER

Trevor Pease

## KHL GROUP AMERICAS LLC

14269 N 87th Street, Suite 205,  
Scottsdale, AZ 85260, USA  
480 779 9969  
americas@khl.com

# Keeping secrets

Through the years of editing *American Cranes & Transport*, I have kept a lot of secrets. To get the exclusive on a new product or reveal information about an important personnel move or merger/acquisition, the source has to trust that we will keep their information close to the vest. Especially with new product roll outs, we work closely with the manufacturer to break the story at precisely the right time.

In the early days, we actually signed Non Disclosure Agreements giving our word that we would not reveal product information until the last possible moment. But today, most of our exclusives are launched online first.

Such was the case with our exclusive this month about Link-Belt's new 225|AT. I travelled to Lexington, Kentucky back in May of this year to see the new crane on the test pad. We held that information until the week of September 16<sup>th</sup>, when Link-Belt was hosting its triennial CraneFest event. We rolled out the exclusive in our *Crane and Transport Briefing* and on our website on the same day that customers and distributors saw the new crane for the first time. Of course, we also share the exclusive in this issue, offering a little more detail for our readers.

A big story that broke in early September was the acquisition of Manitex International by Tadano. While we didn't get the exclusive on this story, we did get it online as soon as it broke. Thinking about it, Tadano has been interested in Manitex for a few years, acquiring a financial interest in the company in 2018. Tadano has also been interested in the boom truck and articulated crane product lines. In the early 2000s, Tadano produced its own line of boom trucks. We will keep you posted as this story develops.

This issue is chock full of interesting articles. We've got great information about MyCraneCareer.org, a new website and program launched by the NCCCO Foundation. TJ Cantwell reveals all the details in our Interview article. We are covering SPMTs, specialized rigging projects and man basket products in this issue. Hannah Sundermeyer convened a forum on the subject of virtual reality and simulator training, and she wrote a rather spooky site report that is perfect for Halloween.

Just as this issue went to press we headed to Glendale, Arizona for the SC&RA Crane & Rigging Workshop. We will cover that event in detail in the November/December issue. We are also amid compiling the annual *ACTTRANSPORT50* of North America's largest specialized transportation companies.

Now is a good time to let us hear from you about your equipment, people and jobs!

## D. ANN SLAYTON SHIFFLER

## Editor

KHL Group Americas, 30325 Oak Tree Drive,  
Georgetown TX 78628  
+1 512-868-7482 | d.ann.shiffler@khl.com



## KHL CRANE & TRANSPORT PORTFOLIO



## ACT100

## ACTTRANSPORT50

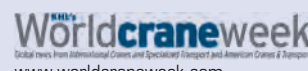
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## ACTTOWERCRANES50



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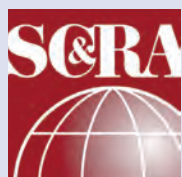
Link-Belt rolled out its latest all-terrain crane, the 225|AT at its CraneFest event in September.



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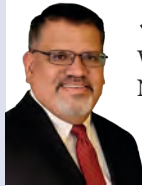
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■ Japanese crane maker **Tadano** has posted a rise in net sales of 6.1 percent to a total of JPY 141,381 million (\$979.3 million) for the first half of 2024. It is up by JPY 8,114 million (\$56.2 million) on the JPY 133,267 million (\$923.6 million) total for the first half of 2023.

■ **Manitex International** has signed First Fleet Truck Sales as distributor for its PM cranes and Manitex aerial work platforms in the United States.

First Fleet will sell and support PM Group knuckle boom cranes from Italy and Manitex aerial work platforms, from its operation in Lake Worth Beach, FL.



# Tadano to acquire Manitex International

**T**adano Ltd will acquire Manitex International, an international manufacturer of truck cranes, articulating cranes and specialized industrial equipment. The deal, announced September 12, 2024, is an all-cash transaction at an equity value of \$123 million and with a total transaction value of \$223 million. Manitex will become a subsidiary of Tadano.

In May 2018, Tadano acquired a 14.9 percent stake in Manitex International for 32.6 million. The investment was part of Tadano's long-term goal of becoming the world's number one lifting equipment manufacturer.

On this latest development



Pictured is a Manitex TC650 series truck mounted crane.

PHOTO: MANITEX

David Langevin, executive chairman of the Manitex Board, said, "We are pleased to have reached this agreement with Tadano, which we believe will deliver immediate and certain cash value to Manitex shareholders at a significant premium to the most recent share price."

Manitex shareholders will

receive \$5.80 per share in cash, which represents a premium of approximately 52.2 percent over the company's closing share price of \$3.81 on September 11, 2024. Upon completion of the transaction, Manitex's shares will no longer trade on NASDAQ or any other public market, according to sources.

## Mammoet assembles 6,000 ton ring crane

Heavy lift giant Mammoet has assembled and started testing its SK6000 crane

which it claims is the world's strongest land-based crane. Seen from well over 10 kilometers away from the Westdorpe, Netherlands-site due to its impressive size, the 6,000 metric ton capacity super heavy lift ring crane, the SK6000, has been fully assembled. Mammoet used its own cranes for the assembly, which began in June this year, including a 250-ton capacity crawler crane and a 140-ton Gottwald mobile harbour crane.

The SK6000 can lift 3,000 metric tons to a height of 220 meters and will allow the use of new construction techniques for offshore wind projects and onshore new build projects like nuclear plants. Mammoet said it can be used in a range of different industries and applications but its fully



PHOTO: MAMMOET

**The SK6000 ring crane is now fully assembled at the company's Netherlands site.**

battery powered options offer green opportunities for eco conscious sites. It can also be powered by a diesel engine.

The crane's maximum lift capacity is 6,000 tonnes, utilising 4,200 tonnes of ballast. The crane can be transported using 300 shipping containers to any location in the world. The crane is currently undergoing testing at Westdorpe, ready for deployment on its first project later in the year. The company said it will be transported to a client's site in Asia.

## Stafford to build port cranes in North America

Stafford Crane Group (SCG) plans to build ship-to-shore (STS) container cranes in the U.S. Arizona-based SCG is in the process of designing and developing an all-new STS crane.

After much careful research into this very specific port industry sector, SCG owners Patrick and Derek Stafford gave the green light to this new project's development, the company said.

A suitable location is being sought in the southwestern U.S. for the new manufacturing venture. The move comes on the back of the 2021 Build America Buy American (BABA) Act from the U.S. government. BABA aims to reduce imports of products deemed to threaten the U.S. economy, including STS cranes from Asia.

As part of the Infrastructure Investment and Jobs Act, BABA "established a domestic content procurement preference for all federal financial assistance obligated for infrastructure projects after May 14, 2022," according to the U.S. Government Office of Acquisition Management.

Research is ongoing into STS crane end user requirements, including a strong focus on security and safety features, according to SCG.





■ **Gearmatic**, a manufacturer in planetary gear train designs, has launched the GM12A hydraulic planetary hoist engineered for marine and drilling applications.

■ Crane rental sourcing platform **MyCrane** has hit the milestone of adding more than 10,000 cranes to its online database of cranes available to rent around the world.

■ **Commercial Credit**, the parent company of Commercial Credit Group, Commercial Funding and Keystone Equipment Finance Corp., has been named to the Business North Carolina Mid-Market Fast 40 List. This is the twelfth time being included in the list.

■ **Interplay Learning**, a provider of immersive skilled trades training, will acquire **Industrial Training International (ITI)**. Founded in 1986, ITI originally specialized in instructor-led training, field services and consulting. ITI has since grown to produce live online, and on-demand courses delivered via the ITI Learning Hub and has been recognized with numerous industry association awards for its groundbreaking virtual reality crane simulator solution.

## Liebherr opens KC spare parts warehouse

Liebherr USA is further expanding its presence across the United States with a new Kansas City location to serve as a spare parts warehouse



**Liebherr USA, Co. has invested in the Kansas City location to become a spare parts warehouse.**

for mobile and crawler cranes, enhancing the efficiency of parts distribution throughout the region.

The 12,000 square-foot warehouse holds approximately 2,300 stocked spare part line items, with over 5,000-line items expected to be stocked once the facility is fully converted.

"This significant investment in the expansion of the spare parts distribution network shows Liebherr's further commitment to providing the best service to our

customers in the Midwest," said Arnold Burger, general manager of customer service, mobile and crawler cranes, Liebherr USA, Company.

This major project started with the installation of racking within the warehouse that began in early 2024, with the warehouse receiving and shipping out its first order only a month later. Kansas City will serve as one of four locations parts are distributed to once they arrive at the main warehouse in Newport News, VA. ■

## Boss opens new Georgia location

Bennett On-Site Services, operating as Boss Crane & Rigging and its wholly owned subsidiary, Boss Heavy Haul, affiliates of the Bennett Family of Companies, has opened a new location just south of Atlanta, GA. The leased property in Lake City, GA, features a 4-acre yard and office space. This strategic expansion will enhance Boss' ability to provide specialized heavy haul and heavy lift services across the Southeast.

"The opening of this branch will also allow Boss Crane

**Boss Heavy Haul recently completed its inaugural project from its new Lake City, GA yard, safely and efficiently transporting a 76,000-pound transformer.**

& Rigging to expand their geographical footprint showcasing Boss' collective capabilities to offer clients in the region a full package of services from specialized transportation, specialized rigging services and rail services to crane services all under one umbrella," said



Richard Miller, president, Boss Crane & Rigging and Boss Heavy Haul. ■

## Stephenson Equipment expands footprint with acquisition of Valley Supply & Equipment

Stephenson Equipment Inc. has acquired Valley Supply & Equipment, which operates in Maryland, Virginia and Washington, D.C.

By expanding the company's presence in the Mid-Atlantic region, Valley Supply's customers will benefit from Stephenson Equipment's inventory, rental fleet, parts and additional service technicians and product

specialists.

"Valley Supply & Equipment has built a reputation of strong customer relationships and local expertise in the construction and asphalt industry, which pairs nicely with SEI's core values of

customer service," said Charlie Walsh, president, Stephenson Equipment.

"This acquisition not only

broadens our geographic reach but also strengthens our ability to offer even better service and support."

With this acquisition, Valley's employees will become employee-owners of Stephenson Equipment. SEI became an employee-owned company in 2023 and all full-time employees receive ESOP contributions as an additional benefit. ■

**Pictured: SEI's Charlie Walsh; Valley Supply's Brandon Klein and Adam Klein; and SEI's Tom Schneider and Steve Franz.**





# Link-Belt telecrawler lifts kiln flues in NY

**J**PW Erectors of Syracuse, NY, took delivery of a Link-Belt 300-ton (272-metric ton) 348 Series 2 lattice crawler crane and luffer in the first quarter of 2024 from local Link-Belt dealer Wood's CRW. The 348 Series 2 is one of three lattice crawler cranes owned by JPW Erectors, including a 2013 348 HYLAB 5 with luffing attachment. The 348 Series 2 was rigged with 200 feet of luffing boom and 160 feet of luffing jib to lift the flues to the top of the stack and lower the old sections to trailers for transport.

The crane and luffer were delivered to the Onondaga County Resource Recovery

Facility in Jamesville, NY, for a six-month project dismantling and replacing 1,000 feet of kiln stack at the facility.

The facility converts waste into energy with an on-site furnace, which reaches temperatures of 1,800 degrees Fahrenheit and can produce up to 39 megawatts of electricity an hour. The roughly 300-foot-tall stack had three separate flues that needed replacement and weighed between 9,000 and 11,000 pounds.

"We spent a lot of time thinking about the site setup for this project," said Chip Tourot, crane division project manager, JPW Erectors. "The customer did borings, and



**The 348 Series 2 used 200 feet of luffing boom and 160 feet of luffing jib to lift the flues to the top of the stack and lower the old sections for transport.**

we provided extra ground bearing calculations, utilized 3D Liftplan – you name it. We realized we're going to have to raise the pad for the crane four feet. The customer brought in 75-foot-long ramps as well as gravel, and JPW

Erectors provided crane mats to get things set up correctly. The customer was very accommodating in that way, so it went very smoothly, but there was a lot of thought put into, 'Where do we position the crane?'" ■

## Manitowoc boosts Maine's energy expansion

Sprague Energy is leading a large-scale project to unload and transport massive wind turbine components from vessels and rail off the coast of Searsport, ME. The company is using a fleet of five Manitowoc crawler cranes to efficiently move components from sea vessels to holding yards and then onto trucks that will take them to various wind energy farms across the state. The operation, which began in January 2024, employs three



**Manitowoc and Shawmut Equipment are assisting Sprague Energy in receiving and staging large wind turbine components for transportation.**

coordination and precision. Some larger components, like turbine blades, can reach lengths of up to 250 feet and require two cranes working in tandem to lift them.

"Our Manitowoc cranes work together to lift the windmill's tower sections, blades, hubs, drives and nacelles," said Cameron Giroux, terminal supervisor, Sprague Energy. "Due to the significant distance between pick points on the turbine blades, we are fortunate to execute two-crane lifts. We rig the components with slings, shackles and hooks, and use a block and tackle at one end to maintain even pressure and prevent twisting of the blades. After that, we use the cranes to stage loads for the next phase." ■

## Crane career website launched to lure workers

The NCCCO Foundation has launched a new website, MyCraneCareer.org, an interactive, online resource for prospective professionals and employers in the crane industry. Over the next year, the website will be promoted by a targeted marketing and communications campaign to drive awareness of the potential career opportunities in the field.

For more information about the website and this new program see our Interview with NCCCO Foundation Executive Director T.J. Cantwell starting on page 14.

Manitowoc MLC150s, one MLC250 and one MLC300 VPC-MAX, all of which perform up to 30 lifts per day. Loads vary from 24.2 tons to 101.4 tons. Work is expected to conclude in October 2024.

Sprague Energy, Shawmut Equipment and a partnering transportation company are working on the Searsport project together. The process of unloading and moving the parts demands exceptional



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## Allelys expands transport fleet

UK-based transport and lifting specialist Allelys has purchased heavy equipment and added to its fleet. The company said the latest additions are to meet increased UK market demands.

The equipment purchase deal includes multiple girder frame trailers, a range of modular axles and various heavy ballast trucks, including the UK designed and built Trojan trucks. The first phase of equipment has already joined the existing fleet, with the remainder completing within the coming months.

"Allelys have been a dominant force within the UK transport and heavy lift market for a number of years now and this investment cements our position as the number one heavy lift and specialist transport provider in the UK," said Richard Beardmore, chief commercial officer at Allelys.

"We're excited for the new equipment to join our existing fleet and for our client base to experience the added value that this will provide. With both our capability and capacity increased, our service offering continues to expand, which will only have a positive impact for our clients," he said.

# KHL's new corporate website goes live

KHL Group, publisher of *American Cranes & Transport*, has created a new corporate website that explains to clients the marketing services that can be delivered via its multi-channel approach to audience engagement.

The site, at [www.khl.com](http://www.khl.com), explains how suppliers to the construction and power sectors can target specific audiences, domestically, regionally and globally through a variety of channels, including daily briefings, newsletters, websites and print media. Information about KHL's recently launched Content Studio, which creates commercial content for clients, is also available.

Trevor Pease, KHL's chief operating officer, said the new website was needed because of

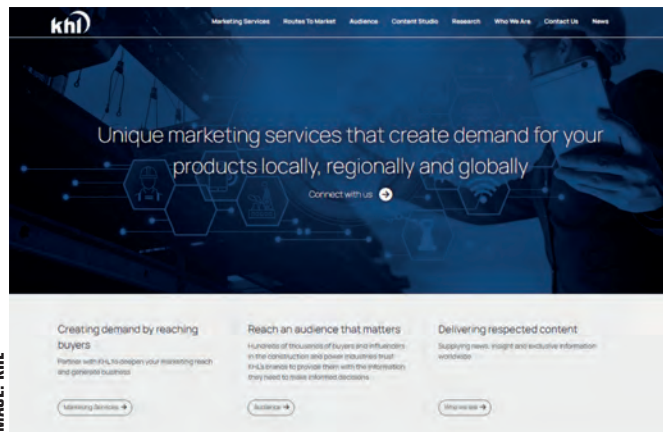


IMAGE: KHL

**KHL Group's new corporate website provides clients with details of its marketing services.**

the evolution of the company.

"We are now offering a much wider range of marketing services than before, delivering audiences through multiple channels," Pease said. "Whilst traditional media remains an important part of our business,

we can offer many more solutions for clients to reach their target markets, including display, commercial content and lead generation. The new site provides an easy-to-navigate source of information on all of these services." ■

## New Mega Jack 10000 launched

Mammoet has increased the capacity of its Mega Jack system to 10,400 metric tons of lifting capacity per tower.

Because the footprint was not increased, less steel is required to support structures as they are lifted. The heaviest lifts can start closer to ground level and

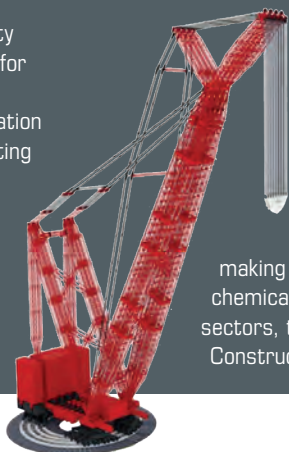
fewer towers will be needed.

The Mega Jack 10000 features a 5-meter jacking beam with three connection points, allowing for load distribution across eight Mega Jack base units: four at the corners of the tower, and four at the center of each side. ■



## 14,000-ton crane in development

A 14,000-metric ton capacity land-based crane is planned for construction by a division of China Petrochemical Corporation (Sinopec). Sinopec Heavy Lifting and Transportation Co., Ltd. (SHLTC), based in Beijing, China, is planning to start construction of what will be – by a big margin – the world's largest land-based crane of its type, Crane



and Transport Briefing reveals exclusively.

The new giant lattice boom super heavy lift crane, designed and developed in-house by SHLTC, will be used in China and further afield on the company's projects, making major lifts in the industrial chemical, nuclear and offshore engineering sectors, the company said. Construction is due to start in 2024

with testing completed by the end of 2026. It will be possible for the 14,000-tonne crane to be divided and built up as a pair of 7,000 tonne capacity cranes. Configured as a 14,000-tonne crane it will lift 5,300 tonnes at a 100-meter radius. Set up as a 7,000 tonne crane it will lift 2,650 tonnes at the same radius.

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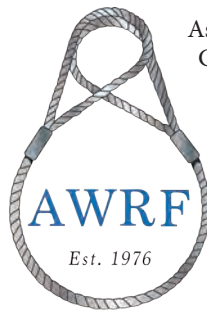
# California collab

The Associated Wire Rope Fabricators will host its 2024 Fall General Meeting October 27-30, 2024.

The AWRF Fall Conference will be held at the beautiful La Quinta Resort & Club, a Waldorf Astoria Resort.



Commonly referred to as AWRF, The Associated Wire Rope Fabricators promotes interests common among companies manufacturing, fabricating or distributing lifting, rigging and load securement devices made of chain, rope and synthetic products. In support of this, the



Association hosts an annual Fall General Meeting to convene members for networking and a variety of educational sessions.

The 2024 Fall General Meeting will be held October 27-30, 2024 at the La Quinta Resort & Club in La Quinta, CA. This event will bring together

professionals from the lifting, rigging, and load securement industries for networking, discussions and industry updates. Attendees can register online, book accommodations, and participate in event sponsorship or the silent auction. For more details, visit the official event page: AWRF Events.

Following is a preview of the event schedule.

## SCHEDULE OF EVENTS

### SUNDAY – OCTOBER 27, 2024

- 8-11 a.m. Board of Directors Meeting  
*Diego Rivera 1*
- 1-4 p.m. Registration  
*Flores Ballroom Foyer*
- 4:30-5:30 p.m. Emerging Leaders & First Timer's Reception  
*Diego Rivera 1*
- 5:30-7 p.m. Opening Reception  
*Hotel Waterfall*

### MONDAY – OCTOBER 28, 2024

- 7-8 a.m. Networking Breakfast & Safety Awards  
*Flores Ballroom*
- 8-11 A.M. GENERAL BUSINESS SESSIONS**  
*Flores Ballroom*
- 8 a.m. **Tom Sullivan: US Chamber of Commerce, VP of Small Business Policy**  
*Small Business Policy Outlook*
- 9 a.m. **Hoist Ring Panel Discussion – AWRF Technical Committee**  
*Kito Crosby, ADB, Jergens,*

- RUD, Actek, VanBeest, Yoke, Stamperia Carcano*
- 12-4:30 p.m. Networking Golf Tournament  
*Desert Willow Golf Club*  
Bus Pickup @ 11 am
- 2-3 p.m. Pickle Ball Clinic  
*Pickle Ball Courts*
- 6-7 p.m. Reception  
*Main Lawn*

### TUESDAY – OCTOBER 29, 2024

- 7-8 a.m. Networking Breakfast  
*Flores Ballroom*
- 8-12 P.M. GENERAL BUSINESS SESSIONS**  
*Flores Ballroom*
- 8 a.m. **Nick Vostoris: The VOS Network**  
*Social Media Today*
- 9 a.m. **KEYNOTE: AB Bourket**  
*Executing at Mach 2*
- 10 a.m. **Bransford Pickett, P.E.: System Engineering Forensic Services**  
*ASME Standards*
- 11 a.m. **National Association of Chain Manufacturers**

- (NACM)**  
*Something About Chain*
- 12:15-1:15 p.m. Emerging Leaders  
*TBD*
- 2-4 p.m. Pickle Ball Tournament  
*Pickle Ball Courts*
- 6-7 p.m. Reception  
*La Casa Complex*
- 7-11 p.m. AWRF Gala  
*La Casa Complex*

### WEDNESDAY – OCTOBER 30, 2024

- 7-8 a.m. Technical Committee – Breakfast  
*Frank Capra B&C*
- 8 a.m.-12 p.m. Technical Committee – Meeting  
*Frank Capra B&C*  
*Guided Sound Bath*  
*TBD*
- 10-11:30 a.m. Technical Committee – Working Lunch  
*Frank Capra B&C*
- 12-12:30 p.m. Technical Committee – Meeting  
*Frank Capra B&C*
- 1-3 p.m. Technical Committee – Meeting  
*Frank Capra B&C*
- 4:30-6 p.m. Closing Reception  
*Frank Capra Lawn*



What is  
MyCraneCareer.org?  
NCCCO Foundation's

**T.J. Cantwell** answered all  
our questions about this  
innovative new program.

# A new

**T**.J. Cantwell didn't start out in the crane business, but he has quickly learned the ins and outs of this vibrant industry. With more than 25 years of nonprofit executive management experience, he was hired in August 2022 to lead the NCCCO Foundation, a charitable organization formed to promote crane industry safety through three major pathways: education, research and workforce development.

"I love working with the people in the crane and rigging industry," Cantwell said. "In the past two-plus years, I have met so many wonderful people who are dedicated to improving the entire industry and are volunteering their own time on our committees and in their local communities in that pursuit. It makes going to work each day to create new programs, tools and resources that

will benefit everyone both exciting and a pleasure."

Cantwell succeeded retired industry icon Graham Brent, who founded the NCCCO Foundation. Brent previously was the founding CEO of NCCCO, formed in 1995 with the mission to develop effective performance standards for safe load handling equipment operation to assist all segments of general industry and construction. Today CCO has administered over 2 million written and practical exams and issued more than 985,000 certifications.

Since it was founded, the NCCCO Foundation has developed an aggressive program of work that has involved a host of events and activities. Last month, one of the Foundation's biggest projects came to fruition. We called on Cantwell to explain the program and discuss what it will offer the crane, rigging and lifting industry.

**LAST MONTH, THE FOUNDATION LAUNCHED ONE OF ITS BIGGEST PROJECTS TO DATE, A CAREER AWARENESS INITIATIVE AND WEBSITE. CAN YOU EXPLAIN THE MOTIVATION BEHIND MYCRANECAREER.ORG?**

We are very excited to launch this free resource for the crane industry. As anyone in the crane industry can tell you, there is a significant need to increase the number of quality people who are aware of and ultimately seek careers in this industry.

The 'graying of the workforce,' and a lack of quality applicants for entry level positions is an issue faced by all skilled trades in the construction industry. However, unlike other skilled trades, the crane industry did not have an online hub dedicated to discussing the varied and amazing careers available.



Before the launch of MyCraneCareer.org, the industry also lacked a place to find unique and exciting resources that could be used by everyone, whether they are an individual looking for a career, a company trying to recruit new employees, a teacher talking to students, a local union hall, or a current crane operator looking to share how awesome a crane career is with friends and family who are looking for their next career move.

**WHAT IS THE ULTIMATE GOAL?**

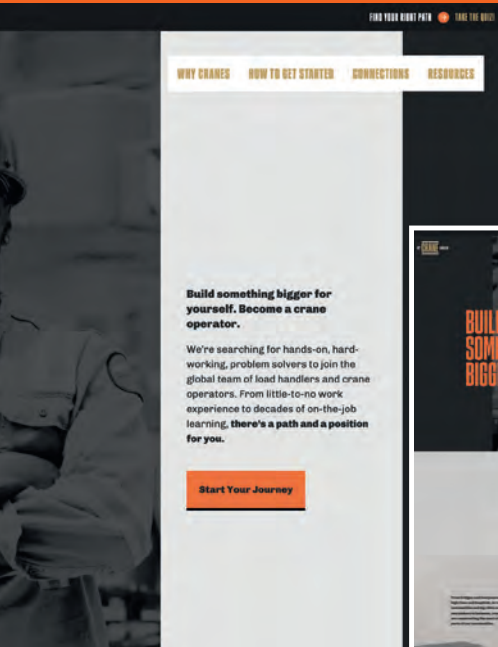
The goal of the My Crane Career website and upcoming marketing campaign is to excite, educate and engage the public about the many career opportunities available in the crane industry. In addition, we hope it will become a valuable resource to those who are also working to get more people into the industry.



“The 'graying of the workforce,' and a lack of quality applicants for entry level positions is an issue faced by all skilled trades in the construction industry.”

**T.J. CANTWELL, Executive Director, NCCCO Foundation**

# resource



The goal of the My Crane Career website and marketing campaign is to excite, educate and engage the public about the many career opportunities available in the crane industry. It is designed to become a valuable resource to those who are working to lure people into the crane and rigging sector.

## IS THERE ANYTHING LIKE THIS WEBSITE IN THE MARKET TODAY?

To my knowledge there is nothing out there that provides the amount and quality of information and resources specifically for the crane industry that mycranecareer.org does. That is why the NCCCCO Foundation developed it, to address the needs of the industry.

## WORKFORCE DEVELOPMENT IS A HUGE CONCERN OF THE CRANE AND RIGGING INDUSTRY. HOW CAN COMPANIES THAT WORK IN THIS REALM USE MYCRANECAREER.ORG?

It is our hope that companies and others working in the crane and rigging industry will use the website and associated resources in their own community outreach and recruitment activities. For

example, they could use one or more of the original videos about the industry that we have created during presentations to classrooms, job fairs or other events. They could also send individuals who might show interest in the crane industry



to mycranecareer.org to take a short quiz to see if a career might be the right fit or learn more about possible industry career paths and what specific careers do and earn. They can also simply share our Top Ten List of Reasons Why Someone Should Consider a Career in the Crane Industry. A toolkit with these resources for companies and others in the industry is available at mycranecareer.org/toolkit.

## HOW DO YOU ENVISION MARKETING THE WEBSITE TO THE INDUSTRY?

We have a long-term communications and marketing campaign planned for My Crane Career to ensure both those within the industry and the public are aware of and engaging with the website and resources. In addition to the emails and communications we have already sent to supporters and followers of the NCCCCO Foundation, we are also planning to present these tools at future industry events and conferences.

We have also launched new Instagram and Facebook accounts for My Crane Career to engage individuals looking for an amazing career. In the near future, we will begin targeted online marketing campaigns in strategic locations throughout the country to drive traffic to the website, and more importantly, to make the public aware and excited about a future in the crane industry.

## HOW WILL THE WEBSITE INTERACT WITH NCCCCO?

None of the work the NCCCCO Foundation does, including mycranecareer.org, would be possible without the generous support of the NCCCCO. In the case of the website, we provide information about the value of certification and links to learn more about how to get CCO certification. In addition, we are pleased to share a link to CCO Education Services' listing of Accredited Training Providers (ATPs) as one potential path for individuals to receive quality training and certification.

## WHAT IS THE FULL SCOPE OF WORK FOR THE NCCCCO FOUNDATION?

The NCCCCO Foundation supports the crane industry in a lot different ways but always with a focus on education, research and workforce development. A few of the resources and events we provide to the crane industry include research reports on safety and workforce issues; educational webinars discussing topics such as safety and workforce recruitment; and a free annual Industry Forum with presentations from experts on a variety of important topics. The Foundation is constantly looking for new opportunities and ideas to help the industry in our core mission areas. In the future, we also plan to announce new scholarship programs to assist people seeking initial crane operator, rigger or signalperson training and certification.

## WHAT'S YOUR BEST ADVICE TO SOMEONE SEEKING A CAREER IN THE CRANE INDUSTRY?

Visit mycranecareer.org. In all seriousness, I think it is a great place to start for anyone who is looking to learn more about the industry and potential careers. It will help them discover if the industry might be right for them, the many benefits of working in the industry, the many excellent career paths, and some possible next steps. ■

For more information about NCCCCO Foundation initiatives please visit:  
[www.nccccofoundation.org](http://www.nccccofoundation.org).





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- › Engineered fall protection systems
- › Wire rope socketing and spooling services
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# Below-the-hook lifters

**Henry Brozyna** discusses safety and design requirements of below-the-hook lifters.

**W**hen it comes to below-the-hook lifters, there are standards in place, including ASME B30.20 and BTH-1, that outline the design, manufacture, use and inspection of this equipment. There are countless lifters in the field made to solve

**A 400-ton capacity CC2400 crawler crane owned by Mammoet removed the largest component from a tunnel boring machine using an elaborate sling system designed to lift the boring head.**



## THE AUTHOR

An industry product trainer at Columbus McKinnon, **Henry Brozyna** specializes in crane and hoist inspection and repair, rigging and load securement. He has been training on crane and

rigging safety for more than 20 years, and he is a member of the Tie Down Committee and former Board Director for the WSTDA, which writes standards that are used by the material handling industry. He has served as a board director for the Crane Institute.

lifting issues and speed up the lifting process. Let's look at below-the-hook lifting devices and the safety and design requirements of below-the-hook lifters.

First, how do we define a below-the-hook lifting device? The American Society of Mechanical Engineers (ASME) states that a below-the-hook lifting device, or below-the-hook lifter, is "a device used for attaching a load to a hoist. This device may contain components such as slings, hooks and rigging hardware."

Below-the-hook lifters are tools or mechanical devices that secure a load that is connected to an overhead crane

or hoist for safe transport from one location to another. Many of these lifters are "homemade," and that in itself does not disqualify them from service. What typically disqualifies a lifter from service is the lack of labeling, ID tags or engineering to back up the design.

## Important standards

When it comes to below-the-hook lifters, there are standards in place, including

>18

## Product roundup

Annually, *American Cranes & Transport* covers below-the-hook products. This year, the magazine invited producers of below-the-hook rigging gear and devices to send us information about their newest and most popular products.

### GREEN PIN SNATCH BLOCKS

Green Pin Snatch Blocks are used for varying applications in a range of different industries. Green Pin Snatch Blocks are designed to lift goods while redirecting the course of the wire rope. They are also used to increase the lifting capacity. The range of Green Pin Snatch blocks include three types:

one with a shackle attached, one with a hook attached and one without a head fitting attached. All blocks are produced with conical roller bearings which guarantee a smooth and uninterrupted pull. Green Pin has always



GREEN PIN SNATCH BLOCKS

provided a wide range of sizes, but today the company has even more size options, ranging from 3 to 37 inches and Working Load Limits from 32 to 125 tons.

### LGH MULTI-LUG LIFTING BEAMS

LGH's Multi-Lug Lifting Beams provide an adaptable and efficient solution for lifting heavy loads, especially

in spaces with limited headroom. These beams are designed to offer flexibility for a variety of lifting tasks and come in capacities ranging from 4 to 100 tons.

Key features include adjustable lifting points,

which allow precise load balancing through a continuous drilling pattern on both upper and lower sections of the beam. Multiple configurations support single-pull lifts or two-leg grabs, making them suitable for numerous industries.

The Multi-lug Lifting Beams' lightweight, low-headroom design maximizes functionality without sacrificing lifting power. These beams have a central lifting eye and multiple lifting points to ensure stability and safety during operations, making them an ideal choice for even the most complex lifts.

LGH's Multi-Lug Lifting Beams are maintained and thoroughly tested to ensure they meet the highest standards of safety and reliability.



LGH MULTI LUG LIFTING BEAMS



ASME B30.20 and BTH-1, that outline the design, manufacture, use and inspection of this equipment.

**Determine the design category.** Let's start with the design per ASME BTH-1. Two of the most important things that help dictate the design of a lifter are the load that will be lifted and the environment the lifter will be used in.



OTH QUICK-RELEASE LIFTING HOOKS

## OTH PIONEER RIGGING

Quick-Release Lifting Hooks are designed to enhance safety and efficiency in lifting operations. These hooks feature remote unhooking technology, allowing workers to manage rigging from up to 200 feet away, significantly reducing the risk of injury, according to OTH Pioneer Rigging.

Additionally, these hooks are engineered to not open when loaded, ensuring maximum safety during lifting operations and can also sync with multiple units simultaneously, streamlining complex lifting tasks and boosting operational efficiency. Compliant with ASME, OSHA, FCC, UL, CSA, IEC and ANSI standards, these hooks provide top-tier performance and reliability across various industrial sectors, including wood, iron, transloading and manufacturing, the company said.

## KITO CROSBY PEERLESS

The Kito Crosby Peerless Motorized Lifting Beam with rotating grippers is ideal for lifting bundles of bar stock with an overhead crane. These beams are custom designed to fit your specific application. Just lower the lifter in place, straddling the bundle, and with a press of a button the grippers will rotate into the closed position securely supporting the load. Indicators located on the top of the gearboxes indicate the grippers have closed, allowing for a single operator to perform the lift. According to Kito Crosby, the beams are solid and secure with no slings, no shifting and no balance issues.

The Motorized Lifting Beam with rotating grippers is engineered and manufactured to ASME B30.20 and BTH-1 Design Category B Service Class 2 and has a specified fatigue life of 100,001 to 500,000 load cycles. All Peerless lifters are proof tested

The most common design classification is Design Category B that has a minimum 3:1 safety factor. "Design Category B should be designated when the magnitude and variation of loads applied to the lifter are not predictable or where the loading and environmental conditions are severe or not accurately defined." This category would include most engineered spreader beams.

**Identify the service class.** Once the design is established, BTH-1 specifies that the lifter must be rated for a Service Class. The Service Class takes into

account the number of load cycles a lifter will see during its lifespan. Every time a lifter is used, it flexes, and if it flexes enough times it will fracture – this is called "Fatigue." Fatigue needs to be taken into consideration to ensure safety and long life of the lifter.

## Questions to answer

Three questions that will help the engineer determine Fatigue and the Service Class of the lifter are:

- 1 How long do you plan on using this lifter?

>21



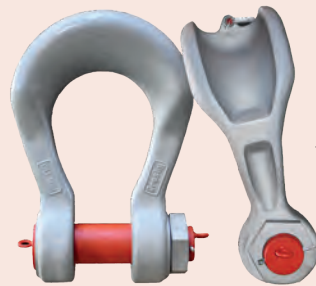
KITO CROSBY PEERLESS LIFTING BEAM

to 125 percent capacity in accordance with OSHA requirements.

Peerless is a product brand of Kito Crosby, a pioneer and global leader in the lifting and securement industry. Kito Crosby's iconic brands include Kito, Crosby, Harrington, Gunnebo Industries and Peerless.

Kito Crosby also recently introduced the newly engineered Crosby G-2160 wide body shackle. From the manufacturer that introduced the original wide body shackle, the new ergonomic design delivers industry-leading safety and efficiency and provides superior performance and versatility in demanding heavy lift applications, the company said.

The new design comes in eight capacities ranging from 400 to 2,000 tons and provides the widest bow on the market; allows higher sling efficiency and capacity with smaller sling sizes; three lifting points, including a recessed and removable center lifting point that reduces the risk of snags and provides balanced handling; bow-to-bow compatibility for all sizes; anti-rotation bolt head to



CROSBY G-2160

prevent unwanted turning during installation. There's also the option of the Crosby Straightpoint load monitoring. The Easy-Loc bolt securement option is available for 400, 500, and 600-tons.

Fernanda Zamorano, Global Product Manager, Kito Crosby, said: "The

Crosby G-2160 Wide Body Shackle is a game changer for those working in heavy lifting environments. The Crosby G-2160, the world's first wide body shackle, was introduced in 1978 and has since become an integral component in industrial, construction and oil and gas lifting projects around the world."

## ASHLEY SLING

Ashley Sling has observed an increased popularity for the Continuous Eye Wide Lift Nylon Lifting Sling. Unlike other slings, such as a polyester roundsling, the wide nature of the continuous eye wide lifting sling allows for greater load stability and protection during the application, the company said.

Web slings are lightweight, flexible and perfect for lifting delicate loads, Ashley Sling

# We have an App for that!

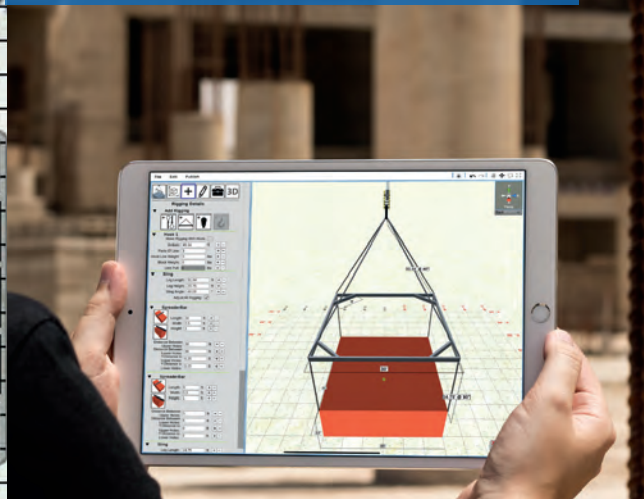
*Need to create a lift plan? We've got you covered!*

## Sketch Pad



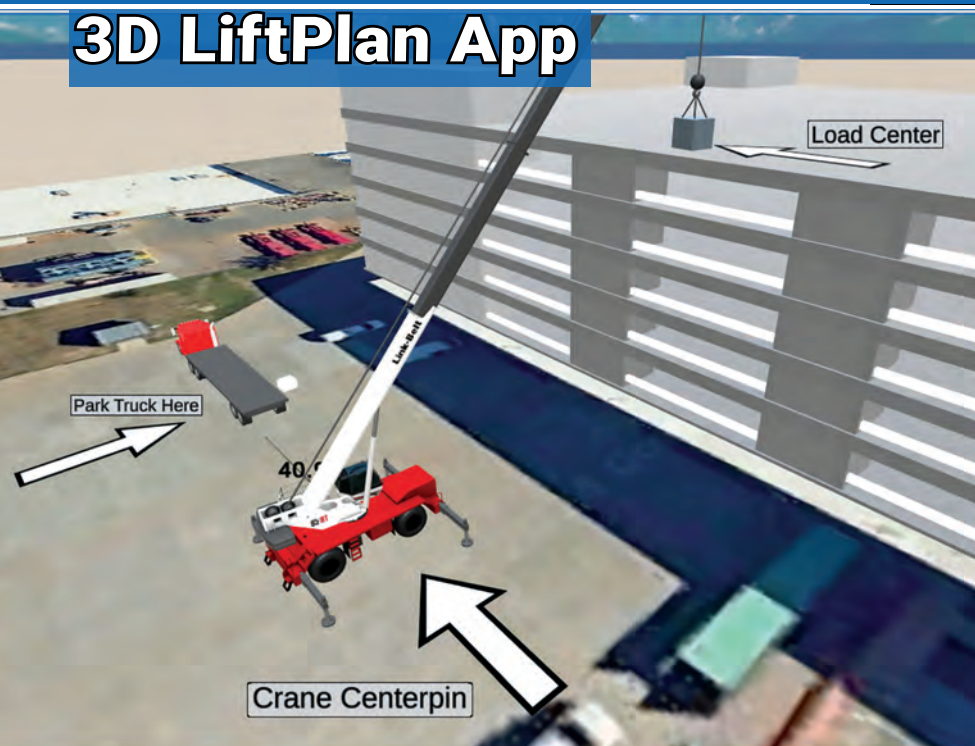
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# IRON WORKERS INTERNATIONAL SETS THE STANDARD HIGH WITH **ACCREDITED** **RIGGER & SIGNAL PERSON** **CERTIFICATION**

The National Commission for Certifying Agencies (NCCA), the accrediting body of the Institute for Credentialing Excellence, has granted accreditation to the Iron Workers International Certification Board's (I.I.C.B.) Rigging & Signalperson Certification Program.

## WHY IS IT IMPORTANT?



### MEET REQUIREMENTS

OSHA's Subpart CC requires signal person qualification by a third-party qualifier.



### MEET DEMAND

While an OSHA letter of interpretation recognizes apprenticeship programs that train and assess riggers and signal persons as third-party qualified evaluators, many contractors, states and municipalities require a Qualified Rigger and Signal Person Certification.



### REDUCE COST

Third party certification comes with a hefty price tag without input on testing from subject matter experts, ironworkers and their contractors. Recertification can cost up to \$500.



### IMPROVE SAFETY

Ensuring that only trained, skilled and competent ironworkers complete rigging and signaling tasks elevates workplace safety standards and reduces risk.

## WHAT IS IT?

Iron Workers International Certification Board's (I.I.C.B.) Rigging & Signalperson Certification Program is accredited by the National Commission for Certifying Agencies (NCCA), the accrediting body of the Institute for Credentialing Excellence. The I.I.C.B. joins an elite group of more than 130 organizations representing over 315 programs that have obtained NCCA accreditation.

## HOW IS IT DONE?



6,000 HOURS OF HANDS ON EXPERIENCE



3-PART EXAM



TESTING & RECERTIFICATION EVERY 5 YEARS



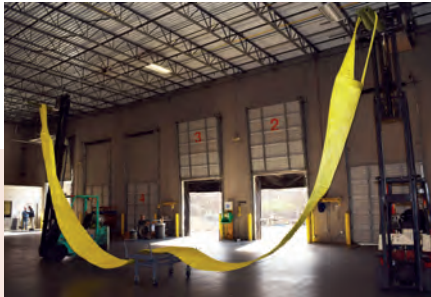
IRON WORKERS RIGGING & CRANE COURSE



- 2 How many times a day will the lifter be used?
- 3 What capacity loads do you expect to be lifting?

In BTH-1, the most common Service Class is 2, which rates the lifter for 100,001 to 500,000 load cycles.

Once the Design Category and Service Class are established, the engineer can



**CONTINUOUS EYE WIDE LIFT WEB SLINGS**

said. Made of primarily nylon, web slings easily conform to the shape of the load and maintain its strength, all while preventing damage to the load due to its soft material. It is also significantly lighter than other materials. For these reasons, web slings are used in a wide variety of industries and job conditions.

Continuous Eye Wide Lift Web Slings are commonly used for lifting paper rolls, aerospace projects and other heavy loads. A continuous sling is constructed by stitching together the length of an endless web sling. The construction causes tapered eyes, which easily accommodates crane and hoist hooks.

Additionally, the continuous eye wide lifting sling is available in 1 or 2-ply with body

select the material and determine a design for the lifter that meets both the specifications and a 3:1 design factor. The material must be of sufficient strength to handle the design forces and safety requirements, but also must be economical for the customer's needs.

One important element of lifter design is the welds. All welds on a lifter need to be done per ANSI/AWS D14.1.

### Tagging the lifter

Once the lifter is designed and built, it must be tagged. If a lifter weighs more

widths ranging from 6 to 24 inches. The continuous configuration may only be used in a vertical basket hitch. Unlike the Attached Eye Wide Sling, with a vertical basket capacity reaching only 10,000 pounds, the continuous eye wide sling has capacities as high as 110,000 pounds in the vertical basket hitch configuration.

The available width and strength have made the Continuous Eye Wide Lift Web Sling a powerhouse choice among web slings, according to Ashley Sling.

### MAZZELLA COMPANIES

Whether it's a steel mill, construction site or lumber yard, a custom-engineered Automatic Bundle Lifter is a safe and efficient lifting device for lifting bundles of material. An automatic bundle lifter removes the need for riggers and operators to position themselves under a suspended load to rig the load. Instead, a skilled crane operator can use the

than 100 pounds, the weight of the lifter must appear on the tag. The tag is a very important part of any lifter. It shows who built it, what its working load limit (WLL) is and the design criteria used.

In some cases, lifters will employ motors. If so, electrical information must also appear in the tag, including amps and voltage requirements. The tag is usually placed in an area where it is least likely to be damaged, such as near the hook attachment or bail. Also, on some C-Hook or coil lifters, the tag can be placed behind the counterweight. The

>22



**MAZZELLA AUTOMATIC BUNDLE LIFTER**

automated lifter to position the device's tongs underneath the load, close around the bundle of material securely, and lift and transport. This automated lifting device increases safety and efficiency, while reducing downtime on the jobsite – freeing up riggers to focus on other tasks.

These automated bundle lifters are popular in "no touch" environments, like steel mills or steel processing plants. While they perform well in steel mills, automatic bundle lifters can also be used in almost any industrial or construction setting.

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location is selected to minimize damage to the tags.

Now that you have a lifter built to all applicable standards and specifications, what is your responsibility as an owner? The person using the lifter must be trained properly. They must be familiar with the safe and proper way to use a lifter. They must also know how to visibly inspect the lifter at the start of each shift – this is called a Frequent Inspection. Frequent Inspections are not mandatory, but they are an important step to take before using a lifter.

Also, per ASME B30.20 there is an “Every Lift Inspection” B30.20-1.3.2, requirement. “The operator shall inspect before and during every lift for damage. The surface of the load shall be free of any debris. If the lifter is powered the operating controls should be in good working order and any indicators that are installed to monitor the power aspects of the lifter should be in good working order.

A more thorough inspection of at least once a year must also be done – this is a Periodic Inspection. The frequency of the Periodic Inspection is determined,

>25

## MODULIFT CMOD SPREADER FRAMES

The Modulift CMOD and TriMOD spreader frames are a convenient, cost-effective method to lift circular or multi-point loads. If an owner already has MOD struts, they can reuse these with the corner units to make a 3-point TriMOD or 4-point CMOD. Combine with T-Pieces to make a 6- or 8-point CMOD spreader frame.

The most economical option is the CMOD Modular spreader frame. Lighter and stronger with newly designed corner units, they offer a 40 percent weight saving, the company said. The CMOD is designed to expand the capabilities of the Modular Spreader Beam System – the struts from the Spreader Beam are combined with four corner units to complete the frame. Customers that already have Modulift Struts can re-use these with the corner units to achieve 4-point lifts. This Spreader Frame is also designed for where there are height restrictions, as the height of the rig will be lower than a one over two rig.

The CMOD spreader frame is available from the CMOD 6 up to the CMOD 250. The systems will lift up to 300 tons.



MODULIFT CMOD SPREADER FRAMES

“The CMOD is one of our most popular products, and it is an extension of the original Modulift MOD spreader beam,” said Sarah Spivey, managing director of Modulift.

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**For more information, please contact:**

**Kal Patel**

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The Vita Load Navigator (VLN) offers an innovative approach to precision load management, according to Vita Industries. This semi-autonomous, propulsion-driven device connects beneath crane hooks, processing over 1,000 data points per second to detect and adjust load movements in real time. By eliminating spinning, rotations and other potentially hazardous situations, the VLN can reduce the risk of site damage and worker injuries and increases overall project efficiency.

The VLN's advanced control capabilities minimize the need for taglines, reducing personnel exposure to risks associated with manual load guidance. Its features include remote operation up to 600 feet away; auto-hold function for challenging conditions; dynamic speed control for

VITA LOAD NAVIGATOR



adjustable rotations; and standby mode and memory buttons for reduced downtime and precise placement of repeat picks. Built to IP-65 equivalent standards, the VLN operates effectively in harsh environments, from snow and dust to rain and mud. This robust design, combined with its safety enhancements and precision control, is trusted at demanding construction projects in every industry.

in part, by the severity of use of the lifter. Simply put, the more you use something the more it will need to be inspected. We also need to consider the environment the lifter is used in. Depending on the severity of use and the environment, a Periodic Inspection could be required as often as quarterly. Records of Periodic Inspections must be kept. For all of the requirements of a Periodic Inspection, see ASME B30.20-1.3.4.

## Know what is safe

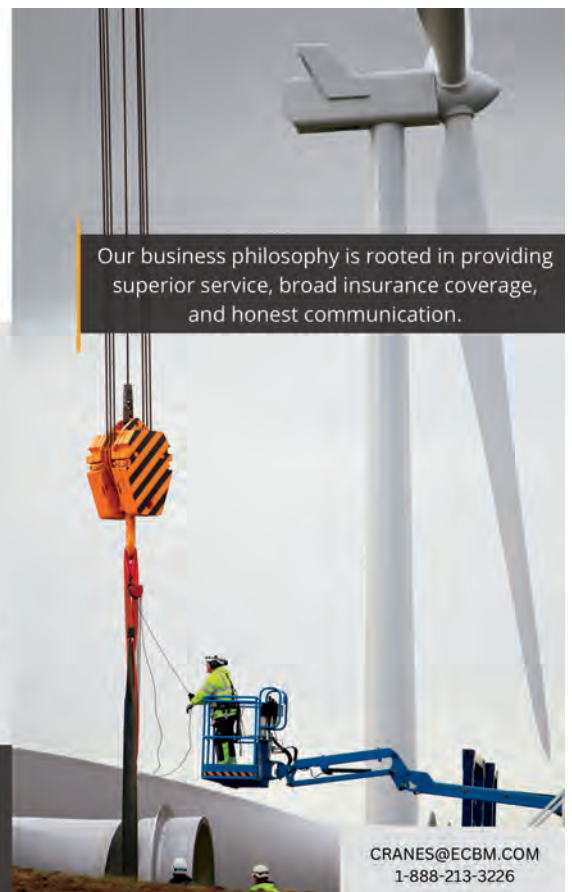
Next time you see a lifter being used that does not have tags or calculations to back up its design, you can safely assume it is unsafe to use. Your lifters must be made by a reputable manufacturer. Or, if you choose to make them yourself, remember to follow all of the standards that are put in place to keep you and your associates safe. ■

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# Solutions that go

Complicated jobs often require a long list of highly specialized equipment.

**ACT** rounded up a few humdinger projects.

**E**dwards Moving & Rigging (EMR) recently completed a monumental transport and rigging project that required some extra specialized rigging expertise. For a sensitive decommissioning project, EMR successfully moved four Class 7 radioactive components from Florida to a disposal site in Texas. This intricate operation, requiring months of planning, involved multimodal logistics, sophisticated rigging and precise coordination across numerous state agencies and infrastructure.

The first phase involved transporting the components from a staging area in Florida to a barge landing site. EMR utilized a 3-file, 12-line Goldhofer PST to roll the four components – two smaller units and two larger ones – onto a 50-foot wide by 200-foot long deck barge. The two smaller units were secured on stands and beams, while the larger components were staged using EMR's low-bearing pressure system, designed to distribute component weights evenly. This enabled all four units to be loaded onto a single barge.

Once secured for lateral, longitudinal and uplift movements, the barge traversed the Gulf of Mexico, arriving at Rockport Terminal in Aransas Pass, Texas. The entire process was then reversed as EMR employed a RORO technique to offload the cargo.

Months before the barge set sail, EMR began an intensive route planning process with TXDOT and third-party bridge engineers. Given the sheer weight and size of the transport – culminating in a gross vehicle weight of 1,553,344 pounds at 300 feet long, 21 feet 5 inches wide and 17 feet 2 inches tall. It was crucial to ensure that roads and bridges could



support the extremely heavy load.

The planning process took eight months, involving 11 of Texas' 25 transportation districts. Each district posed its own challenges, with several requiring road closures, rerouting of traffic and traffic control plans. EMR's rigorous analysis ensured that the transport could proceed without damage to infrastructure or disruption to the public.

Once the permits were secured and the route was finalized, EMR began the over 900-mile road journey to the disposal site. The convoy navigated 158 bridges, utilizing dollies on 150 of them, and performing pier-to-pier jumps on three bridges. The team also managed two contraflow movements, temporarily closing sections of the interstate and moving in the opposite direction to accommodate the oversized load. At one point, a section of Interstate 20 was shut down to allow the transport to proceed.

In addition to the technical challenges, logistical hurdles such as removing 73 road signs and using bucket trucks to navigate wires and traffic lights added further complexity to the operation. Police and civilian escorts ensured public

safety and clear passage through towns and rural areas alike.

One of the most notable engineering challenges involved the transport of the larger radioactive components using the Goldhofer Faktor 5 high girder bridge system. The components didn't have traditional lashing points, which are typically required for securing cargo during transport. Edwards' engineering team devised a solution using synthetic chains to wrap and secure the cargo in compliance with TXDOT standards.

Upon reaching the disposal site, the components were transported the final mile using a 3-file 12-line Goldhofer and a 900-ton gantry system, which offloaded and set the components to the ground.

## Autoclave replacement

A manufacturing company in Arlington, WA, decided to upgrade their telephone pole pressure treating equipment – a 150-foot-long, 8-foot in diameter autoclave – with a larger system to increase its production volume. However, the 160,000-pound autoclave sat in a below-ground pit under a covered pole barn with a machinery pit directly below.

Reaching out to Omega Morgan's



# above, beyond



Transporting Class 7 radioactive materials is no small task, and the complexities involved – from navigating Gulf waters to managing Texas's vast transportation infrastructure – required an unparalleled level of expertise.



authorities – which take between 45 and 60 days – while the machinery moving crew planned the multi-stage move.

Though it would maintain a 150-foot length, the new autoclave added two additional feet in diameter to be placed in the same space as the original vessel. Over the course of several meetings and site visits to the Arlington site and Sandy manufacturing facility, the team discussed changes to the design of the new 230,000-pound autoclave and determined the equipment necessary for the removal and installation moves.

After getting permits, Omega Morgan's specialized transportation team turned to the transport segment of the project. They decided on using a custom Omega Morgan-built modular dual trailer set up for the haul between Sandy and Arlington.

The project was timed between

Seattle machinery moving team, the company needed a full-service solution to remove the original vessel, transport the new autoclave and install it within the current location – all while minimizing production downtime. Omega Morgan's crews stepped up to the plate with a world-class solution.

Months ahead of the move, the

machinery moving crew sought support from Omega Morgan's specialized transportation and crane services teams. They would be integral to the pickup and transport of the new 230,000-pound autoclave from Sandy, Oregon.

The specialized transport team began applying for super load permits from both Oregon and Washington State

**Omega Morgan's machinery moving crew sought support from the company's specialized transportation and crane services teams. They would be integral to the pickup and transport of the new 230,000-pound autoclave from Sandy, OR to Arlington, WA.**







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The Buckingham team lifted the 555,000-pound bridge to an elevation of 16 feet using cribbing and jacks, and then assembled custom dolly transporters made up of Buckingham power and coaster dollies, three levels of steel beams and 150-ton stands under it.

departments to ensure the least amount of production downtime for the client. Once the permits, equipment and crews were ready, the machinery moving team executed the first stage of the project.

Over the course of three days at the Arlington facility, Omega Morgan's four-person crew used jacks to lift the autoclave before skating it out and over the pads that supported its base. More jacking and cribbing brought it high enough to clear the pit, yet remain below the roof. The crew then used the Tri-lifter to pull it out the rest of the way. Sliding a SPMT under the vessel, it was moved away from the pit for decommissioning.

The next segment of the job began in Sandy, OR. The specialized transportation team of four met the crane crew and 200-ton and 350-ton cranes at the autoclave manufacturing facility. Lifting the new, 10-foot in diameter autoclave off its blocks, the crane services team placed the component between the two custom-built modular trailers, connecting them. After lashing the autoclave in, the team got on the road. With road closures, traffic control and pilot escorts, the 18-foot wide load made the journey in three days.

Back in Arlington, the installation crew lifted the autoclave off using Tri-lifters before setting it on a slide track and pushing the component back toward the pit. Installation took six days as the team jacked and slid the vessel into place.



### Railway bridge replacement

In July in Vermont, Buckingham Heavy Transport lifted and transported a 125-foot by 22-foot 6-inch single-span railway bridge from its staging area to permanent abutments. The bridge was fabricated

>30



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in an adjacent lot a couple hundred feet from the abutments.

The Buckingham team lifted the 555,000-pound bridge to an elevation of 16 feet using cribbing and jacks, and then assembled custom dolly transporters made up of Buckingham power and coaster dollies, three levels of steel beams and 150-ton stands under it.

Next a Buckingham slide system was integrated between the beams to allow for lateral adjustment. The bridge systems were then driven across the lot and into position.

Buckingham's fleet of custom equipment allowed the team to complete the bridge placement within the client's tight time constraints. Buckingham's dolly transporters' crab steer capabilities allowed the team to drive the bridge section diagonally from the staging area and into alignment with the abutments without time-costly maneuvering.

The integrated slide and jacking systems enabled for the team to adjust the placement of the bridge precisely and quickly on location.

The list of equipment required was long and included Buckingham Power and Coaster Dollies, 30-ton Buckingham Crib Jacks, Buckingham 12-Port Unified Jacking Machines, Buckingham Power Units and the Buckingham Slide System.

## Coil handling

At Nucor Steel Gallatin in Ghent, Kentucky, efficient material handling

is crucial to maintaining smooth production processes. To meet this demand, Nucor relies on Mi-Jack Products' 70-ton capacity rubber-tired gantry crane, outfitted with a custom coil handling attachment and a hydraulic-powered rotating hook, specifically designed for specialized lifting applications.

The MJ70HD Travelift Rubber Tired Gantry (RTG) crane is equipped with Mi-Jack's specialized coil-handling attachment, which features a hydraulic-powered rotating hook engineered to lift and rotate heavy steel coils with precision as railcars move beneath. The design allows for the seamless loading and unloading of coils into railcars at the Gallatin facility, where over 3 million tons of hot band coils are produced annually.

"Combining the Mi-Jack Travelift, rotating spreader bar and C-hook enhances both productivity and safety by eliminating the need for ground rigging and keeping personnel at a safe distance while coils are being hoisted or lowered into railcars," said Mike Lanigan, vice president of sales for Mi-Jack.

At Nucor Steel Gallatin, the Mi-Jack Travelift drastically reduces coil-handling time. The crane's custom design allows it to work over railcars as they move along with its tailored width and height specifications. Its 70-ton capacity, coupled with the rotating hook

and C-hook, allows operators to load four steel coils per railcar in under 30 minutes and is then dispatched to its next destination, ensuring a streamlined supply chain between Nucor's steel mills and processing facilities. ■



## Setting an ONA press

**Taylor Crane & Rigging supplied supervision, manpower and equipment to offload and rough set an ONA press. Equipment used on this project included two 690 ton jacks, walking beams, lifting beams, lifting links and rigging, a 40/60 Versa-Lift and a 15k Forklift.**



## Generator installations

**Tri State Rigging recently moved and installed multiple 147,000 pound generator sets inside test cells using their 400-ton gantry system. Working for TRP Laboratories in Columbus, Indiana, the Tri-State team was able to relocate each generator set onto isolator pads using their battery powered Hillman Trakporter system and hydraulic toe jacks.**



The Mi-Jack Travelift is equipped with a custom coil-handling attachment, greatly reducing coil handling time.



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# Snazzy new AT

Link-Belt's 225|AT was unveiled at the company's CraneFest event. **D. Ann Shiffler** reports exclusively.

**L**ink-Belt always rolls out the red carpet for its customers and distributors at its triennial CraneFest event, a highly revered occasion designed expressly for the Link-Belt faithful.

At CraneFest this year, Link-Belt's bluegrass hospitality was on full display, accentuated by bourbon, barbecue and big-time product roll-outs. The centerpiece of the new products shown at the four CraneFest sessions was the company's all-new 225-ton capacity all-terrain crane, the 225|AT.

In May of this year, I actually saw the new model on the test pad. Sworn to secrecy until September, I am excited to see Link-Belt starting to really show its mettle in the highly competitive all-terrain crane market.

## Five axles

The new 225|AT is the third AT in the company's range of 5-axle ATs, positioned in between its 175|AT and 300|AT, which are 175 tons (180 metric tons) and 300 tons (275 metric tons), respectively.

The five-axle 225|AT includes a 46 to 202-foot (14 to 62-meter) six-section latching boom, a 42 to 71-foot (13 to 22-meter) two-piece hydraulic offsetable SmartFly, an 8-foot (2.4-meter) heavy-lift jib, one or two 25-feet (7.6-meter) lattice fly extensions and a 334-foot (101.8-meter) maximum tip height with maximum attachment. The crane incorporates Link-Belt's Pulse 2.0 operating system and its wireless rigging remote system.

As crane companies go, Link-Belt is among the most strategic in determining the right crane to launch for the market. It is a gamble to start production on a new

Some 1,200 customers and distributors attended CraneFest, where the new 225|AT was rolled out for the first time.



The five-axle 225|AT includes a 46 to 202-foot six-section latching boom, a 42 to 71-foot two-piece hydraulic offsetable SmartFly, an 8-foot heavy-lift jib, one or two 25-foot lattice fly extensions and a 334-foot maximum tip height with maximum attachment.

model, knowing that crane development and testing often takes a couple of years, according to Andrew Soper, Product Manager Telescopic Truck and All-Terrain Cranes for Link-Belt.

"We're excited to add the 225|AT to our product offering," said Soper. "I'm personally thrilled for customers to experience this AT platform with its new features, improved capacities and superior transportability."

## Competitive market

Back in May, Soper explained to me that the North America AT market is extremely competitive, with 11 models

in the 111 to 150 metric ton market, five models in the 151 to 219 metric ton market and nine models in the 220 to 300 metric ton market. All of Link-Belt's competitor ATs are made in either Germany, Japan or China.

But the 225|AT was designed, built and tested at Link-Belt's factory in Lexington, the only truly American-made all-terrain crane. Link-Belt's newest model was developed in concert with the 300|AT, which was launched in 2023 at ConExpo.

"By determining the next AT in the line up ahead of time, we were able to shorten our production scalability and time to market," Soper said. "This crane was designed with a strong focus toward the North American market."

**Designed for easy transport, the 225|AT is pictured with a 3-axle Nelson boom dolly.**





The new 225-ton capacity 225|AT all-terrain crane is the third AT in the company's range of 5-axle ATs, positioned in between its 175|AT and 300|AT.



### Improved reach

The 225|AT features an improved reach, larger capacities and more counterweight than its predecessor, the ATC-3210, while maintaining the important transportability aspect of the Link-Belt's all-terrain crane range.

Featuring a modular design, the 225|AT has 118,000 pounds (35,966 kilograms) of maximum counterweight, a 29,392-pound (8,958-kilogram) maximum winch line pull, and a maximum line speed of 384 feet per minute (117,043 millimeters per minute). The crane is EPA on-highway compliant with a ZF TraXon automated transmission, a single-engine platform, and a Cummins X15 diesel carrier engine featuring a top speed of 55 miles per hour (88.5 kilometers per hour) and a brake horsepower of

554 (413 kilowatts) at 2,000 revolutions per minute.

### Features and benefits

Other features include a slip-resistant paint deck, fall arrest anchors at all maintenance points and a lighting and vision package that includes powered and heated side view mirrors, HID head lamps and LED indicator lights, Soper said.

The 225|AT is HVO ready (a renewable diesel fuel), including a dual-tank system with a 165-gallon (624.6-liter) fuel capacity and a maximum torque of 1,850 foot-pounds (2,508 Newton-meters) at 1,800 revolutions per minute. The crane's SmartStack counterweight detection capabilities and Variable Confined Area Lifting Capacities (V-CALC) system provide unlimited outrigger configurations, Soper said. It also includes real-time ground bearing pressures.

Testing on the 225|AT has been taking place over the past year. The first models should be delivered by the second quarter of 2025.



**Boom, counterweight and other components can be moved in three truckloads.**





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# Tech-driven training

Industry experts explore the latest trends in operator training, blending traditional methods with virtual reality and simulators. **Hannah Sundermeyer** reports.



Demand is high for efficient training that doesn't sacrifice quality or safety.

In an industry that is constantly evolving, it's easy to see that the crane and rigging sector is undergoing a significant shift in how operator training is delivered, with technology playing a central role in shaping the future.

ACT convened a panel of three industry experts to discuss evolving trends in operator training, from classroom instruction to virtual reality simulators, highlighting how new technology, hybrid learning and safety standards are reshaping crane and rigging education. Participants include Bruce Kabalen, vice of president of sales & marketing, A1A Software; Andrew Kauser, chief product officer, senior vice president of virtual reality and online learning, Industrial Training International; and Dana Jackson, chief operating officer, North American Crane Bureau.

## WHAT ARE THE TRENDS YOU ARE SEEING IN TERMS OF CLASSROOM AND IN-THE-SEAT TRAINING?

**KABALEN:** Our classroom training is up well over 50 percent in 2024, and I anticipate further growth in 2025 as our new products continue to reach our customers.

**KAUSER:** There has been a shift towards blended learning. Traditional classroom

and hands-on, in-seat training are evolving. There's a growing trend of integrating digital tools and simulations to complement in-person instruction. Classroom training is increasingly supported by e-learning, animation, simulation and pre-assessment tools, which allow instructors to tailor content based on individual skill levels.

We are also seeing focused, shorter training sessions, as there's been a push towards more focused, shorter training modules, allowing companies to minimize downtime. This trend is driven by a demand for more efficient training without sacrificing quality or safety. Instructor-led experience also remains key. There's still a strong emphasis on instructor-led, in-the-seat training where trainees directly engage with equipment under real-world conditions. This remains critical for high-risk industries like crane and rigging.

**JACKSON:** In the crane and lift industry, training trends are evolving to address technological advancements, safety regulations, and the need for more efficient and effective learning methods. While we still experience technology every day, many of our clients are still looking for in-person training with practical seat time. We have also been working through



### BRUCE KABALEN

is A1A Software's Vice of President of Sales & Marketing. Before joining A1A in 2023, he spent 25 years as the key

technology expert for Link-Belt Cranes. He was the primary liaison with A1A to implement A1A's products for Link-Belt's dealers and customers.



### ANDREW KAUSER

has over 20 years' experience in the management and implementation of advanced education programs. His

history with ITI goes back a number of years, with him officially joining the company full time in 2021. With a special interest in industrial skills training, he guided TPC Training Systems to become a market leader. Kauser currently sits on multiple boards and is the past Chair of The International Association for Continuing Education & Training (IACET).



For the past 17 years, **DANA JACKSON** has held pivotal positions at the North American Crane Bureau, (NACB), culminating

as the Chief Operating Officer, playing a pivotal role in shaping the company's direction within the lift industry. Under Jackson's leadership, NACB has grown significantly, culminating in its recent acquisition by Crane Tech USA and WHECO. This strategic move has greatly expanded the company's offerings and helped further solidify its position as a leader in the crane and lift industry.



a blended learning approach with online training leading into in-person training. Of course, proper training with credentials and certifications are expected to meet and exceed today's standards and regulations.

## WHAT ARE THE TRENDS YOU ARE SEEING IN TERMS OF SIMULATOR TRAINING?

**KABALEN:** You still have the static operator training simulators (TV screens with operator's seat and controls) with virtual jobsite with specific crane model that training group purchased.

**KAUSER:** Adoption of simulator technology is accelerating. Simulators are becoming more widely accepted across industries. They're increasingly seen as a cost-effective, safe way to train operators on complex equipment without risking damage or accidents. The reduced downtime and the ability to simulate difficult scenarios are major draws. Simulation technology is advancing, with improved realism, data analytics and feedback loops for learners. Operators are being evaluated not only on skills but also on their ability to respond to unexpected conditions, something difficult to simulate with traditional training. There's also a trend toward delivering simulations via browser or mobile device, allowing organizations to deliver high-quality training more broadly and increase speed to competence.

**JACKSON:** Overall, simulator training is enhancing crane operator training by offering a more effective, flexible and safe learning environment. It helps bridge the gap between theoretical knowledge and practical applications, preparing operators for real-world challenges in a controlled setting. We continue to offer our VR-based Overhead Crane and Mobile Crane Simulators, which have soared on popularity. In addition, the involvement of simulation training is key to generating interest from our next generation of crane and lift equipment operators.

## WHAT ARE THE TRENDS YOU ARE SEEING IN TERMS OF VIRTUAL REALITY TRAINING?

**KABALEN:** I believe A1A's 3D Lift Vision is the newest in the industry and allows users to create training environments in 3D Lift Plan and then transport the instructor and student into that environment "virtually" to operate and demonstrate critical lift plans within the created environment.

**KAUSER:** VR training is gaining adoption because it offers a safe environment for high-risk training scenarios while improving the skills of the user. Learners

can practice scenarios that would be too dangerous in the real world and hone their skills, without adding additional wear and tear to the existing machines. VR has become more reliable and affordable, allowing organizations to scale training efforts. Employees in multiple locations can access standardized training programs without the need for expensive travel or facilities. VR allows for a more customized training approach. With custom Learning Paths we can create unique learning opportunities for each trainee based on their specific learning requirements and offer personalized feedback. VR with Learning Paths allow trainees to progress at their own pace. This trend aligns with the broader shift towards individualized learning in the industrial training space.

**JACKSON:** Our virtual reality training units are being used in numerous ways. They are being used to generate interest in the lift industry from new potential operators. This seems especially obvious when we utilize virtual reality in collaboration with job fairs or skilled trade expos. The attention virtual reality brings to the lift industry is key in starting the conversation of what's next for job seekers of all ages. This is extremely important as skilled trades struggle to fill high-paying positions not previously considered.

## AFTER THE PANDEMIC, THERE WAS AN UPTICK IN REMOTE TRAINING. IS THIS AVENUE OF TRAINING STILL GROWING?

**KABALEN:** [We] don't see it growing, but our customers use our online offerings to prepare for in-person training like most of the crane manufacturers.

**KAUSER:** The pandemic led to a significant rise in remote training as companies sought to minimize in-person interactions. While the initial surge has slowed, remote training is still growing, particularly in hybrid models where trainees might engage remotely for theoretical or foundational learning, then follow up with in-person or simulation-based practical sessions.

Remote training allows companies to train larger audiences, especially for theoretical aspects. For organizations with global or distributed workforces, this model is proving to be efficient, reducing travel costs and logistical constraints.

**JACKSON:** The pandemic had an immediate impact on the lift industry just as it has on every facet of how we operate every day. The way we looked at in-person training changed immediately and opened up discussions not previously

considered as options. Questions about online learning, blended learning and VR simulation training all began to come to fruition. While we did see an immediate increase in remote training in the years after the pandemic, that interest seems to have leveled off. Our programs have had a major upswing back in the direction of in-person training, at our clients' sites. However, we are still using the blended approach to decrease the time needed for in-person training.

## WHAT ARE THE BIGGEST ISSUES IN TERMS OF OPERATOR TRAINING?

**KABALEN:** [This is not applicable] in our training, so can't really comment.

**KAUSER:** One of the biggest issues facing operator training is the widening skills gap, driven by an aging workforce and a shortage of skilled new operators. This makes training critical to prepare the next generation of workers. Companies often struggle to balance the cost of training with the need to minimize equipment downtime.

Effective solutions are needed to ensure that training doesn't impact productivity, which is where simulators and VR training are gaining traction. Another challenge is ensuring consistent, high-quality training across locations and instructors. Variability in training delivery can result in inconsistent skill development, which impacts operational safety and efficiency. Implementing a training program that incorporates VR and simulation creates a consistent deliverable with measurable data allowing companies to identify skill readiness across the workforce.

**JACKSON:** Crane operator training is essential for ensuring safe and effective crane operations. We look to OSHA and ANSI for the baseline of rules and regulations to follow. Risk, compliance, consistency, standardization, cost restraints and retention remain challenges at the forefront of training and why it's so important.

Here at the North American Crane Bureau, we are fully committed to addressing these challenges, which require a combination of well-designed training programs, advanced technology and ongoing support to ensure that crane operators are well-prepared to handle their roles safely and effectively. We continue to learn and balance theoretical knowledge with practical experience and continuously adapt to industry developments which are key to overcoming operator and equipment owner training issues. ■



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# Self-propelled wonders

The SPMT market is strong because users keep finding highly creative solutions using these marvelous machines.

**T**he advent of self-propelled modular transporters, known globally as SPMTs, opened the door for a new avenue of rigging innovation. Primarily, SPMTs were developed to move huge cargoes from one place to another. The modular design allowed SPMT systems to be built as wide and as long as required.

While they were primarily a transport mechanism, new features gave SPMTs the ability to become heavy lifters and tailing devices.

According to Roland Fischer, North American Sales Manager for TII Scheuerle and TII Kamag, customers have specific needs when they are adding a SPMT to their fleets.

“Primarily, customers are looking for the safest, most cost efficient and reliable way to accomplish their objectives to move heavy and large structures in a safe and efficient manner,” Fischer said. “TII-Scheuerle SPMTs can lift and move virtually all heavy loads as can be witnessed by watching our growing customer base on a daily basis.”

There are only a handful of SPMT manufacturers that produce these machines for North American customers, including Goldhofer, TII and Cometto (a Faymonville Company). Enerpac also competes in the SPMT market,



**Fajoli uses its Cometto MSPE48t to transport vessels into a plant in Italy.**

**A tripod foundation weighing 2,035 tons is moved on 84 axle lines of Cometto MSPE.**

generally with smaller scale SPMTs. This may change with Enerpac Tool Group recently acquiring DTA, a leader in the industrial heavy loads transportation industry, designing and manufacturing mobile robotic solutions for handling heavy and special loads. According to Enerpac, this acquisition will advance the company's pure-play industrial tools and solutions strategy by adding automated on-site horizontal movement products to complement its heavy lifting transport product portfolio. (See boxed article on page 40)

Innovation in the design and development of SPMTs continues to advance, according to Fischer.

“Telematics, a cloud-based system,

provides remote maintenance, diagnostics and troubleshooting support from our factory or service partners,” he said.

TII has also developed an online parts ordering app that gives customers another avenue for operating and maintaining their SPMTs in an effective, safe and efficient way, he said.

E-propulsion is another innovation that Fischer said is generating a lot of excitement.

“E-propulsion will be incorporated throughout the entire family of TII SPMT products,” he said.

As well, battery operated power packs are being upgraded for longer and more efficient usage.

“TII-Scheuerle is developing the next generation of a battery fed Power Pack Unit (PPU),” Fischer said.

The biggest challenges in the SPMT market in North America continues to be product availability, especially the parts needed to manufacture these machines.

“By this I mean the ability to get all the parts needed to manufacture the equipment in a timely manner,” he said. “Another challenge for our customers

**Buckingham Heavy Transport's Goldhofer PST/SL-E offers precise maneuvering of a 450,000 pound slug catcher.**





is keeping the equipment maintained properly when considering the high volume of jobs in today's growing market. Fortunately, we have put many systems in place that allow us to support our customer base with reasonable delivery times, field support, training and technical support so they can perform their jobs efficiently."

With the demand for SPMTs so high, there has also been a demand for repairing and refurbishing older SPMTs.

"This is a very important topic," said Fischer. "TII Group has been building SPMTs for 40-plus years and we are very proud to see that nearly all of them are still in operation. We do, in fact, offer refurbishment and repair at TII group facilities in Germany as well as in Florida or onsite at a customer's location through our sales and service partner TPSE, Inc."

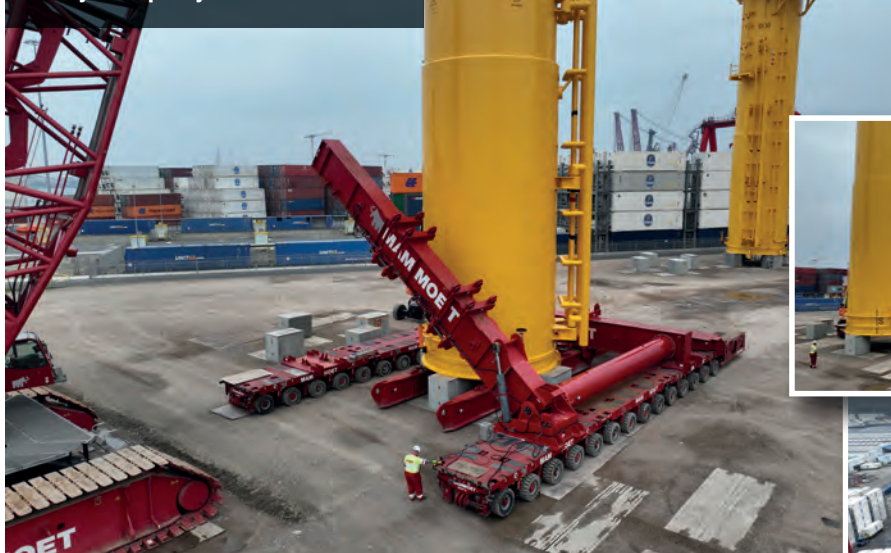
Goldhofer and Cometto also offer these services to their customers SPMT fleets.

One idea that is getting traction in the market is to pair different brands of SPMTs. While this isn't commonplace, it is being done, although the manufacturers would rather see their brands exclusively paired.

## Unconventional usage

A big user of SPMTs with a huge global fleet of all brands, Mammoet has used SPMTs in a variety of unconventional ways. Recently, the company turned SPMTs into giant forklifts for an offshore wind farm off the coast of France.

**Mammoet's TPH800, as it is known, has a heavy lift capacity of 800 metric tons.**



**Two main cross beams sit on top of two lines of SPMTs. From the cross beams hang two lower beams, which act like forklift forks.**



## Enerpac acquires DTA

Enerpac Tool Group has acquired DTA, a leader in the industrial heavy loads transportation industry, designing and manufacturing mobile robotic solutions for handling heavy and special loads. The Madrid-based business was purchased for €24 million, plus potential for earnout based on achievement of future performance objectives.

The acquisition advances Enerpac's pure-play industrial tools and solutions strategy by adding automated on-site horizontal movement products to complement its heavy lifting technology product portfolio and capitalizing on the trend towards greater automation, the company said.

"The addition of DTA's complementary expertise and on-site horizontal movement products to our product portfolio will allow us to serve a greater portion of customers' end-to-end activities," said Paul Sternlieb, CEO of Enerpac. "Moreover, we can leverage Enerpac's global sales and operational discipline to create value for our customers and shareholders. We are excited to grow our business through this strategic acquisition and welcome DTA's leadership and team to the Enerpac family."

DTA's products, technology and capabilities will also expand Enerpac's solutions offerings in existing vertical markets, including rail, wind, infrastructure, aerospace and nuclear.

**The acquisition of DTA will further expand Enerpac's automated on-site horizontal movement products.**



Situated about 12 kilometers from the island of Yeu, the Îles d'Yeu and Noirmoutier project marks the fifth offshore wind farm to be commissioned in France. It will be home to 61 offshore wind turbines, with an individual capacity of 8 MW. With an estimated annual production capacity of 1,900 GWh, it will generate enough electricity for approximately 800,000 people per year.

A client of Mammoet for many years, BOW Terminal approached its engineers

to assist with the marshalling, movement and temporary storage of the offshore wind turbines' transition pieces (TPs), which were being fabricated in Belgium. TPs are traditionally moved using crawler cranes or SPMTs fitted with a gantry system that requires assembly and rigging to be connected at a height over 20 meters.

This project marked the first opportunity for Mammoet to showcase an innovation that makes TP handling safer and more efficient for the offshore wind energy sector. It transforms SPMTs into giant forklifts – resulting in an offshore wind marshalling solution that is faster and more secure, the company said.

All 61 transition pieces were being shipped from Antwerp to BOW Terminal Vlissingen, the Netherlands. Each TP weighs 400 metric tons and measures 30

>43



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The U17 submarine waits for the onward journey across the water at the Speyer natural harbor.



The world's first rotation of a submarine on a modular platform trailer.

meters in height and 6 meters in diameter. Arriving by barge in fours, the TPs were lifted onto the quayside by a 1,200 metric ton crawler crane and placed onto temporary concrete supports. Each TP was then collected on a 2 by 14-axle line configuration of SPMT and moved to a temporary laydown area. There, they were placed on supports waiting to be called off, after which they were simply lifted and driven back from the storage area to a setup location on the quayside.

In the past, the SPMT trailers would be fitted with a gantry system that is constructed and parked over the top of the transition piece so it could be lifted from above. In this instance, Mammoet utilized a new attachment for the SPMT that essentially turned it into a giant forklift, allowing the units to be picked up more quickly and easily from underneath.

"BOW Terminal came to us and asked if we had a system like this available," said Lars de Haas, project manager at Mammoet. "We explained that there was already a concept in progress, and we just had to develop it. This took around four months, including all fabrication and testing – which was carried out at BOW Terminal."

The TPH800, as it is known, has a heavy lift capacity of 800 metric tons. It has two main cross beams that sit on top of two lines of SPMTs. From the cross beams hang two lower beams, which act like forklift forks. As the SPMTs approach the

TP, the front cross beam lifts like a parking barrier to allow the lower beams to be slotted underneath the transition piece. Once these are in position, the front beam lowers and the TP is firmly locked into place by pinning both cross beams to both lower beams.

For offloading and loading the TPs, it is possible with the TPH800 to offer a RoRo solution that avoids the use of cranes. However, this was not the approach taken for this project. De Haas explained the reasoning.

"The crane was used here because bigger barges were needed in case of a roll-off, and we had to allow for the tide," de Haas said. "In Vlissingen, there is about four meters of tide. Using a crane, you are tide independent and can carry out work 24 hours a day if needed."

While the TPH800's strength comes from its ability to provide a system for lifting and moving transition pieces that is safer and more efficient than pre-existing methods, Mammoet's flexibility also played a part in the success of the project, de Haas said.

With a single barge shuttling between Antwerp and Vlissingen, arriving in a sequence ranging from seven to 10 days, Mammoet's team was able to be both flexible and responsive in mobilizing a crew for the two-day windows needed to offload and store the TPs.

### Rotating a submarine

Similarly, the transport of the 350-ton U17 submarine from the Speyer Technology Museum to its sister museum in Sinsheim, Germany was a spectacular showcase of SPMT technology. The Kübler team transported the submarine over land on 30 Scheuerle InterCombi axle lines. The challenging route and the special cargo required precise maneuvering and several



On July 28, 2024, the U17 submarine reaches the Sinsheim Technology Museum after a 4-week journey.

balancing acts. This heavy haul involved the world's first rotation of a submarine on a modular transporter.

In August, tens of thousands watched the progress of the submarine transport on television and the internet. The sub measured 90 meters long and 10 meters tall and had to pass under low bridges and high-voltage power lines, besides navigating along the narrow roads and streets of the hilly Kraichgau region. To pass safely under the obstacles, it had to be repeatedly rotated by 70 degrees or more around its longitudinal axis by means of a special piece of equipment. As a result, the tower was positioned to one side, and within a few minutes the height of the transport was reduced to the required clearance.

The transport began on the Rhine and Neckar Rivers, where the submarine was initially loaded onto a river pontoon positioned on 30 InterCombi axle lines from the TII Group. Both the loading and unloading of the transport – which weighed around 500 tons – onto the floating load carrier was a balancing and ballasting act. The 66-meter long and 11.5-meter wide pontoon had to be constantly re-leveled to compensate for the constantly changing load situation.

Before the roll-off took place in Haßmersheim, the teams from Kübler, Fischer Kran Transporte, Van der Wees and the Sinsheim-Speyer technical museums had to work together to jack up the U17 to a height of 1.4 meters using eight hydraulic cylinders so that the 30 Scheuerle InterCombi axle lines could then drive under the submarine again for the final landing.

The final kilometer to the Sinsheim Technology Museum saw music bands and thousands of onlookers. The crowds gave the submarine a worthy reception while the Frieder Saam team took the last turn onto the museum grounds and parked the relic in front of its future location. ■



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# Crane-suspended baskets

Man baskets have long been a solution for getting crew up close to elements that are being hoisted.



**Lakeshore Industrial's cantilever man baskets were designed to work under overhangs and other hard-to-reach areas, such as under bridges.**

In the realm of lifting, there are times when the crew needs to get up close to the elements that are being hoisted. While there are a variety of personnel lifting solutions, a man basket is often the answer.

Providing access via a crane and a man basket requires specialized equipment and know-how, but it is a tried and true practice that is safe and practical.

"This often requires unique and specific solutions," said Kyle Haskell, president, Lakeshore Industrial, based in Two Rivers, Wisconsin. "That's where products such as our cantilever man basket come into play.

Cantilever baskets are most often used to work under overhangs and other hard-to-reach areas.

"Our cantilever man baskets have been used to work under the Gordie Howe International Bridge, at the highest point of a Salt Lake City Airport Tower, on the shores of Kaunakakai Harbor and many more jobsites," Haskell said. "Each of these jobs is unique and requires a high level of attention to detail to ensure the safety of everyone involved."

Lakeshore Industrial's line of cantilever baskets range in size from a 3-foot walk-out deck, all the way to a 17-foot deck. Haskell said the design of its cantilever baskets exceed OSHA and ASME guidelines and regulations.

"With many spots to hook up your

safety harnesses, you can have safe access all through the basket," he said. "Our specialized rigging, along with a heavy counterweight, keeps the work platform within 10 degrees when lifted no matter where you stand in the basket. All of our man baskets include test weights that are at 125 percent of the weight capacity. We also test load them in shop at 200 percent to ensure compliance with ASME requirements."

## Safe and efficient

Lifting Technologies produces OSHA-compliant crane-suspended personnel hoisting platforms.

"A significant number of our platforms are still in service after decades of rigorous use," said Steve Jacobs, regional business development manager, Lifting Technologies, based in Missoula,

**The Lifting Technologies REC4-1200SO was fabricated for a ship builder. It uses telescoping roller systems and bumpers to mitigate steel-to-steel contact during build operations.**



Montana. "Our designs incorporate fully welded round or square tube steel frames, sag-proof grating floors, and incorporate I-beam frames for larger capacities providing the ultimate in support foundations."

LT's sling assemblies incorporate swage sockets and large diameter pins for connection to lifting eyes, eliminating the unstable misalignment often caused by shackles.

"These specifications ensure the most reliably safe and strong design available,"

said Jacobs. "Our craftsmanship, rapid on/off test weight system and warranty provide quality and safety."

The REC4-1200SO man basket was designed for a ship building facility to transport fabrication personnel alongside vessels. It utilizes telescoping roller systems and heavy-duty bumpers to mitigate steel-to-steel contact," he said.

"Supported by I-beam frame and fork tubes this platform is so successful we've been asked to build a revised version for a national roofing company."







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# Spooky season

**ACT** sent out a very unique project request for the October issue.

**H**appy Halloween from *American Cranes & Transport!* Whether it's an eerie graveyard jobsite or a tower crane silhouetted against a moonlit sky, the crane world offers its own set of thrills. In this spooky Site Report, we highlight two projects that were certifiably ghostly.

Barnhart and Comansa responded to our unique request, submitting bewitching photos from recent jobs.

Using its 350-ton all-terrain crane, Barnhart crews installed a 60,000-pound mausoleum at a cemetery in Memphis.



## Mausoleum thriller

Memphis-based Barnhart undertook an unusual project at Memphis Memorial Gardens. The task involved moving a new, custom-made mausoleum from a truck to its designated resting place at the cemetery. Barnhart mobilized a 350-ton all-terrain crane and a skilled crew to lift and position the 60,000-pound granite structure.

The mausoleum is for Mark James, a celebrated songwriter, who passed away in June 2024. James was renowned for penning iconic hits like "Suspicious Minds," famously performed by Elvis

Presley, and "Always on My Mind," a staple for Willie Nelson. "Suspicious Minds" was one of Presley's biggest hits, reaching No. 1 in 27 countries. James was inducted into the Songwriters Hall of Fame in 2014 and the Nashville Songwriters Hall of Fame in 2015.

## Ghostly moon

Scores of cranes are working at the Harbor Bridge project in Corpus Christi, TX, including two 21LC550 Comansa tower cranes. This summer, a ghostly photo was taken at the jobsite that was eerily lit by crane lights and the full moon.



PHOTO CREDIT: HARBOR BRIDGE PROJECT

Two 21LC550 Comansa cranes work on the Harbor Bridge Project in Corpus Christi TX. The project involves replacing the existing bridge with a new a 6.44-mile cable-stay suspension bridge.





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# Beyond the blueprints

**Joel Dandrea** discusses the potential legal implications within the rise of AI in construction.

**M**ost of us understand at this point that the construction industry has traditionally been slower to adapt technology to its operations, having a relatively large number of tasks which remain manual or semi-manual in operation. But the ever-broadening worker shortage continues to disrupt many of these operations – across all sectors of the larger industry. Enter artificial intelligence.

Love it or hate it, artificial intelligence (AI) is transforming the industry, bringing new efficiencies and capabilities to all levels of the workplace. From predictive analytics and risk management

to project planning and automation, AI is fast becoming an essential tool in modern construction.

However, as AI's role expands, the complexity of AI systems raises questions about who is responsible when things go wrong. As a result, it's becoming ever more important to understand that the integration of AI in construction projects introduces new risks, especially regarding accountability, data privacy and liability.

## Accountability and liability

One of the primary legal concerns surrounding AI in construction is determining accountability when AI-driven decisions or actions result in damages, injuries or project failures. Traditionally, liability falls on contractors, engineers or architects. But when AI systems play a crucial role in decision-making, it becomes challenging to assign fault.

For instance, if an AI system misinterprets data and causes a structural failure, who is responsible? Is it the developer of the AI software, the contractor who relied on the AI's decision or the construction company that employed it? These questions highlight the need for clear legal frameworks that address AI-related liability in construction.

Additionally, the use of AI in construction often involves the collection and processing of large amounts of data, including personal information from workers and clients. This data is used to train AI systems, optimize processes and enhance decision making. However, the mishandling or unauthorized access to this data could result in significant legal repercussions.

Construction companies that implement AI must ensure that they comply with data privacy laws, such as the California Consumer Privacy Act (CCPA) in the U.S. and the General Data Protection Regulation (GDPR) in Europe. Failure to do so could result in costly litigation, not only for data breaches but also for improper use of data in AI systems.

Moving on to contracts, many construction contracts do not currently account for the use of AI, leaving room for disputes over the interpretation of AI's role in fulfilling contract obligations. For example, if an AI-driven system fails to deliver on a specific task outlined in the contract, it may be unclear how to address the breach. This lack of clarity could lead to protracted legal battles between stakeholders.

## Remaining focused

As with almost any business risk, construction companies must continue to proactively understand and address potential legal issues connected with the implementation of AI into their systems and processes. This could involve revising contracts to clearly define AI's role and establishing liability frameworks for AI-driven decisions. Additionally, construction firms should prioritize data privacy and security, ensuring compliance with relevant regulations to avoid legal challenges.

Further, as AI continues to evolve, construction companies must stay focused on laws and regulations that could impact their operations. By doing so, they can reduce the likelihood of litigation and continue to leverage AI to enhance their projects.

Indeed, AI will almost certainly revolutionize the construction industry, offering numerous benefits in terms of efficiency, safety and cost savings. But as with almost every era of advancement, the benefactors on the front-end of that era's advancements must stay vigilant, informed and proactive – as to both harness the power of that change, while minimizing its risks.

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**Joel Dandrea**

5870 Trinity Parkway,  
Suite 200  
Centreville, VA 20120  
Ph: 703-698-0291  
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# An elevated

Continued member support for SC&RF fuels future success.

Over the course of the past year, the Specialized Carriers and Rigging Foundation (SC&RF) has done a comprehensive organizational evaluation, resulting in programs designed to impact workforce development.

As many SC&RA members know, the SC&RF invests in industry-specific research to benefit the Association and overall industry. And often, the research studies are used by SC&RA staff to advocate on behalf of industry companies to support long-term objectives such as permitting harmonization and specialized transportation and crane and rigging education. Some projects result in tools and resources like mobile apps and/or a benchmark for their business.

One such project, SC&RF's first-of-its-kind "State of the Workforce in the Crane, Rigging and Specialized Transport Industry" research report, went public in 2023. After data collection at the beginning of this year, the 2024 State of the Workforce report will be released in late fall/early winter.

Representing the first year that data can be compared to the previous year's report, the 2024 report enjoys a more diverse range of companies, and examines information on future hiring, the age of the workforce, gender diversity by position and the education level needed for different positions.

In addition to research, a second pillar within the SC&RF comprises educational assistance.

The Foundation's long-established educational assistance program provides awards to individuals working in the industry who wish to advance their career, or those who would like to begin a career in the industry. Scholarships are divided into three categories: Collegiate, Partners in Education and Vocational/Technical.

The Company Training Grant (CT Grant) is for SC&RA member companies training multiple employees (two or



**Jackie Roskos, SC&RF Director**

more), and is designed to ease the financial burden of training and certification for companies who are bringing on new employees or training groups of employees.

Moreover, SC&RF's Partners in Education program offers vocational/tech scholarships from 50-100 percent tuition. Participating partners include: CICB (Crane Inspection & Certification Bureau), ITI (Industrial Training International), Morrow Equipment Company and CCO Certification (National Commission for the Certification of Crane Operators). Over \$100,000 in tuition is still available to be awarded to member company employees or non-members.

Information on how to apply and the 2024 recipients of the CT Grant and scholarships can be found at [scr-foundation.org](http://scr-foundation.org).

## Workforce challenges

The third pillar comprising the SC&RF consists of industry awareness to support workforce development. Through this pillar, SC&RF is committed to cultivating national awareness through a presence at key events with students and educators to promote careers in the crane, rigging or heavy transport sectors.

Events include SkillsUSA, which draws more than 16,000 students and educators from every state; Future Farmers of America (FFA), which will host over 69,000 students, educators, parents and administrators; and Jill of All Trades (JOAT), which was launched in 2014 in Ontario, and has now expanded across Canada and the U.S., introducing young women in grades 9-12 to the idea of a career in the skilled trades.



SC&RF board and committee members join SC&RF staff as well as representatives of the NCCCO Foundation at these various events to speak directly with students, parents and educators about what types of opportunities are available in the industry.

"SC&RF is committed to raising awareness at the higher, national level," indicated Jackie Roskos, SC&RF Director. "And we encourage as many members as we can to join us if, when and however they can."

While Roskos is encouraged by member participation in SC&RF's Workforce Ambassador program – which brings together companies of all sizes to participate in activities focused on building industry awareness and fostering community relationships in order to bridge the skilled-labor gap and ensure a future workforce – she knows that the SC&RF's presence at student-centric events will only be fortified and expanded by the addition of SC&RA members.

"We are thrilled to be invited to host a crane and rigging session on signals and lift planning at the Jill of All Trades

# presence



**Jonelle Anderson, managing director at Vertical Industries, and chair of the SC&RF Workforce Development Committee**



event coming up in Ohio [October 24, Owens Community College], and we're really looking for members, especially those from Ohio, to attend with us," she explained. "We'll have three to four groups throughout the day, and end each session with a lift.

"The event we attended in June, as observers, had a little bit of everything – from welding to concrete to construction – a lot of hands-on activities and demonstrations by females to females. And while this host-college does have a CDL side and heavy equipment programs, they don't actually have crane/rigging, so we're excited to be able to offer this piece of it as an opportunity and a potential career for these young women."

This past June, Roskos, along with a handful of SC&RA members and a representative of the NCCCO Foundation, also attended the SkillsUSA National

**Ed Bullmer, Safety Director at Phoenix Crane, secured the crane simulator for SC&RF as part of SkillsUSA.**

Leadership & Skills Conference in Atlanta, comprising the largest gathering of America's future skilled workforce and the ultimate recognition of excellence in career and technical education.

"The plan is to do as many events as we can, and to definitely return to that event," she added. "We had a booth, and enough people stopped by that we had numerous conversations and a chance to talk about our industry. That said, I think it's crucial to have people there with me. I can only show them videos and introduce them to the crane simulator, but what fascinates students is talking to people who are boots on the ground, in the industry, with insider information about cool jobs and the details that really capture their attention. It's a relationship thing – and you

can see that happening when people interact with other professionals who have this wealth of knowledge about a particular industry sector."

## Growing awareness

Jonelle Anderson, managing director at Vertical Industries, as well as chair of the Workforce Development Committee for the SC&RF, joined Roskos at both the JOAT and SkillsUSA events this year, and echoed her appeal for additional member participation.

"I think one major takeaway is that, I'm estimating, probably around ninety percent of the folks we talked to [at SkillsUSA] had no idea of the types of opportunities that are out there in our industry," she acknowledged. "We did get a lot of takers on the simulator that we provided, so that was a big draw, as well as the VR headsets. But it's a massive event, and we can have a much larger footprint. But again, we need member support on every level in order to achieve that. Whatever that ultimately looks like – whether it's partnerships, integration,

collaborations – we're open to it."

Anderson indicated that perhaps there is a way for SC&RF to provide a "transport" component to a house-building competition, or even integrate crane and rigging into skills events where it's a good fit. "We really have an opportunity here to elevate our presence; we can really tap into these events and spotlight our industry."

T.J. Cantwell, Executive Director for the NCCCO Foundation, joined Anderson and Roskos in Atlanta for SkillsUSA, and emphasized, "It was interesting and unique to see how many young people were attracted to rewarding careers outside of the standard college track. It

just reminded me of how important it is to put ourselves in these places to talk to students who are looking for the types of opportunities that our industry provides."

**T.J. Cantwell, Executive Director for the NCCCO Foundation**



**SC&RF encourages Association members to get involved in future events like Jill of All Trades, which introduces young women, grades 9-12, to the idea of a career in the skilled trades.**

**For more information on joining SC&RF's efforts to educate and engage the next generation of industry professionals, visit [scr-foundation.org/get-involved](http://scr-foundation.org/get-involved).**

**Additionally, YOU are invited to join SC&RF at the upcoming FFA event (October 23-25, Indianapolis). For more information, email Jackie Roskos at [jroskos@scrnet.org](mailto:jroskos@scrnet.org).**





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# 2 million and counting

**D**an Dickey was taking another test, just another certification in a long line of certs he has completed since 2003. What made this dedicated pile driver certification different was that it was the 2 millionth certification exam administered by CCO!

Dickey grew up in central Maine near Pittsfield, the headquarters of Cianbro, a company that has always been a staple of the community and a longtime supporter of CCO. He started working for Cianbro when he was 15, mowing the lawns around the yard and doing grounds work. While in college during summer break, he got his first real chance to start working with the tools and receive training on how to operate some equipment.

"It's kind of funny that someone from Cianbro took the 2 millionth exam," Dickey said. "We have been involved with CCO since the early days in the 1990s.

Doug Sidelinger was a commissioner back in the day, then Roy Bolton and David Doherty today. We have even volunteered at the Board level with Doug LaCroix currently serving. We have a history with CCO."

## Mastering crafts

Dickey has been recertified four times throughout the years adding multiple certifications throughout his journey. He started with CCO mobile crane operator certifications, then signalperson, rigger, lift director, tower, overhead, digger derrick and finally taking CCO's 2 millionth exam when he added the dedicated pile driver.

He is now a crane operator instructor, teaching people within Cianbro how to use the machines, prepare for tests and do hands-on practical training in the yard. When not busy doing that, he fills in as a crane operator at different sites or for emergencies. By traveling to different sites, he gets to see various types of jobs, run cranes in different configurations, and connect with colleagues he has worked with for the past 20 years.

"CCO requires recertification every five years, and I think that's extremely beneficial," Dickey said. "We brush up on the standards and practices, and it gives us a chance to connect with operators to find out what is happening on our various projects. If you don't use that knowledge and skill, you lose it." He added, "I think every five years is a good



**Dan Dickey's pile driver certification was the 2 millionth certification exam administered by CCO.**

period of time to recertify. The cranes and lifts keep getting bigger and more technical. It's good to bring people back in and review safety protocols that change in that time."

## Cadillac of cranes

A memorable project Dickey worked on was the Eastern Maine Medical Center in Bangor, Maine. It was one of his first times operating a friction crane, the Manitowoc 4100.

"It's the Cadillac of old friction cranes. It played a large role in countless projects across this country, from the time it was built in the 1960s to today," he said. "It was my first time running a friction crane, and it was set up in a tower configuration. It was like nothing I had run before."

When not on the job, Dickey loves to attend concerts and listen to live music or travel with his family. He has been to Europe with them many times, including a recent trip to Italy where he visited historic cities like Venice, Verona, Bologna, and the Dolomite Mountains. In the future, he's looking forward to new projects with Cianbro, cheering on the Patriots this fall and skiing at his local ski resort Sugarloaf.

## New in NYC

Operators of articulating boom cranes, mini cranes or rotating telehandlers in New York City must hold a valid limited Hoisting Machine Operator (HMO) license issued by the NYC Department of Buildings (DOB) starting November 7, 2024. This requirement applies to anyone using these machines to deliver or move materials at construction sites, whether lifting materials with forks, cradles, jibs or similar devices.

## Limited licenses

The DOB has introduced new limited HMO licenses specifically for operators of articulating boom cranes, mini cranes, and rotating telehandlers. If you plan to operate any of these machines at a construction site, you must apply for one of these limited licenses before the deadline. Applications will open later this year on the DOB NOW: Licensing platform.

To qualify for the limited HMO license, applicants must have at least 1,500 hours of experience operating an articulating boom crane, mini crane or rotating telehandler in New York City between January 1, 2019, and November 6, 2024 (excluding work in industrial or commercial plants) and possess the appropriate CCO certification: articulating boom cranes (ABC, ABW or ABL), mini cranes (TSS) or rotating telehandlers (THR).

For detailed information on the qualifications, exemptions, and application process for the new HMO licenses, visit the NYC Department of Buildings website and the Hoisting Machine Operators page.





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Proactive tracking and management of your equipment are essential.

**Colin Jordan-Crowe** discusses.

# Telematics safety programs

**O**ur industry lifts and moves the world. The movement of equipment and product is a critical element of your operations. Regardless of what your operation is comprised of, you have highly specialized equipment on the roads and at your jobsites. Mobility in our fleets is a necessary aspect and your vehicles may be dispersed across a wide region. Knowing where your equipment is located and monitoring how safely it moves from location to location requires more than simply assuming no incidents equals no problems. Proactive tracking and management of your equipment are essential to ensure safety and optimize performance. And being able to identify the safest and most cost-effective routes will distinguish your operation from the competition.

## Safety culture

Safety in the crane, rigging and specialized carriers' industry is paramount. Large

equipment and heavy loads, coupled with challenging jobsite and transport routes pose significant risks to both your employees and those around them. Safety is more than training; it's a culture that your business and brand are built on. Cultivating a strong safety culture requires proactive measures and innovative strategies integrated into your operations. Leveraging telematics and camera technology can help with this. Here are several techniques and programs you can implement, extending beyond the use of telematics solely for coaching purposes.

At its core, telematics is a method of collecting data related to vehicles and their drivers. The data encompasses a wide range of information, including data from the Engine Control Module (ECM) such as odometer readings, engine diagnostics, and fuel levels. Additionally, telematics can monitor driving behaviors including harsh braking, speeding, cell phone usage, or following too close, among others.

## Engage employees

We can agree our priority as an industry is to protect our workers and get everyone home safely to their families every day, making a strong safety culture essential. The goal of developing a robust safety culture is to ensure that every employee consistently prioritizes safety for themselves and others, while actively preventing complacency. A great way to

do this is through incentive programs that keep employees engaged in safety-related activities. The objective is to reward and reinforce key behaviors. Incentive programs can take the form of monetary bonuses or company gear, but you may be surprised how effective positive reinforcement and recognition can be in motivating employees without breaking the bank.

Gamification is a powerful tool for implementing incentive programs, regardless of the form of the reward. It can be used to incentivize and engage employees around driving behaviors, training, expected levels of productivity, evaluation, and even compliance. By introducing an element of competition and recognition, gamification can effectively motivate employees to excel. The term "gamification" simply means using elements of game play in non-game settings. It focuses on rewards (monetary or otherwise) to get a dopamine response out of players. Remember that dopamine is addictive! This is one of reasons gamification proves to be so effective.

Programs are built around goals where employees complete objectives for points that build up towards a reward. Using telematics to track driver safety scores and rewarding them when they achieve certain scores is an example of this. Programs can revolve around education where employees are incentivized to



## THE AUTHOR

**Colin Jordan-Crowe** is telematics product manager for National Interstate Insurance Company based in Richfield, OH. National Interstate Insurance is rated "A+" (Superior) by A.M. Best.





proactively complete trainings and score well on assessments. Consider team-based objectives and competitions in addition to individual ones.

Like any other program you implement, simply launching a gamified incentive program is not enough; it requires ongoing management and involvement. Incorporating various elements, such as weekly or monthly challenges for additional rewards, helps keep employees actively engaged. Remember to make the tasks and goals realistic and attainable. If you have significant challenges in a particular area, consider starting with smaller, incremental goals to build momentum and encourage participation. This approach can foster a sense of accomplishment and motivation among your team.

### Leverage the data

In our experience, insureds who leverage video footage of their own drivers and fleets at safety meetings report more engagement from their employees. When drivers view footage featuring their peers operating familiar equipment adorned with the same company logo, the material

naturally hits home in a more meaningful way. This encourages operators to share what they would do differently next time or reinforce the correct actions taken to avoid a serious incident. By sharing real-life experiences, employees can learn from one another and foster a culture of safety and accountability.

Whether reviewing your own data or insights from reputable sources, you can use it to decrease risk in the way you do business. This extends beyond only tracking where your equipment is, when your equipment needs service, and coaching your drivers. You may find that your drivers have fewer risky driving behaviors when they move equipment in the morning hours as they are alert and fresh. Or you may find that there is less traffic congestion on the highways during weekends or that moving equipment during a certain time is ideal because there will be fewer parked cars along the route you planned. In fact, you may determine a different route is optimal based on traffic patterns, road construction, congestion. These insights are specific to your company so using that data to your advantage will shape how you operate.

When looking at your driver events on your telematics dashboard, you may come across trends that can be addressed with your entire team. Some common areas of concern to pay attention to include hard braking incidents, following too closely, using a handheld device, not using a seatbelt, speed violations, or incomplete stops.

### Questions to consider

As you evaluate how you can use telematics within your organization, consider these questions. What ways are you driving employee engagement at your organization? What telematics, industry, or other data can you track/research regarding safety? How should you change the way you operate based on your research? Is it time to adopt telematics?

Whether you have telematics/camera technology in place or not, the reality is that your fleets are mobile. In today's day and age, road congestion is only worsening, and the cost of claims has been rising for over a decade. As an industry, we must remain vigilant and continue to utilize the right tools to focus on safety. ■

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# Arnold joins XL Specialized

**X**L Specialized Trailers (XL), a manufacturer of heavy haul and specialized trailers has appointed Stephan "Steve" Arnold has joined their team as regional sales manager of the Northeast region. Arnold is a proven sales and marketing professional, coming to XL with 25 years of experience in the heavy-haul industry. Prior to his arrival at XL, Arnold

worked in various sales and management roles for Extreme Trailers, Wabash and truck and trailer dealerships.

"I'm looking forward to working with Steve and expanding on XL's success in the Northeast," said Shane Michelson, director of sales, XL Specialized. "We have a strong territory there and Steve will be a great resource for our dealers and customers."



**Steve Arnold**

As a hauling solutions provider, Arnold focuses on helping customers succeed through the relationships he forms with them. He also utilizes decades of experience to share technical knowledge with customers. ■

# Maxim appoints VP of transformation

Maxim Crane Works has named John Peterson as the company's new vice president of transformation. Reporting directly to the CEO, Paul McDonnell, Peterson will collaborate closely with operations, sales and



**John Peterson**

functional leadership teams. Peterson brings over 15 years of experience leading large-scale strategy and transformation initiatives across a variety of industries. Before joining Maxim,

Peterson served as managing director of strategy and

transformation at Ernst & Young. He holds a Bachelor of Business Administration in Finance from the University of Notre Dame.

"We are excited to have John join our team and help us shape the future of Maxim Crane Works," said McDonnell. "His expertise in leading complex transformation initiatives will be a tremendous asset as we continue to grow and innovate." ■

# Palfinger promotes three executives

Palfinger, a global producer of crane and lifting solutions, has promoted three key leaders in its North American business. Rob Engdahl has been named head of engineering, global stiff boom cranes, while continuing in his role as senior director of engineering for North America. Engdahl has a degree in mechanical engineering from the University of Nebraska and has held various product design and engineering



**Rob Engdahl**



**Jason Holt**



**Gustavo Rigon**

leadership positions.

Jason Holt was promoted to vice president of operations, North America, and will be a member of the company's global operations team. Holt joined Palfinger in 2013, and has been serving as interim vice president of operations for North America

since January 1, 2024. Gustavo Rigon will serve as vice president of regional procurement, North America. He holds a degree in business from the University of Caxias do Sul and began his career with the company in 2005 in Brazil. Gustavo was most recently director

of procurement for North America.

"We are proud to recognize the exceptional contributions of Rob, Jason and Gustavo with these well-deserved promotions," said Ismael Daneluz, vice president of sales and service for North and Latin America. ■

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An industry veteran with over 25 years of experience in the heavy lifting sector, **MAURO MASETTI** has been named the new director of sales at **Raimondi Cranes**.



**BITS**



**JEFF WHITCOMB**

has been promoted to senior vice president, sales director USA/

Canada at **First Financial Equipment Leasing - JA Mitsui Leasing Group**.

**STEVE FILIPOV**

has been named CEO of **Metalliance**, a French designer and manufacturer of underground vehicles, specialist materials handling machinery and other equipment for road and rail.





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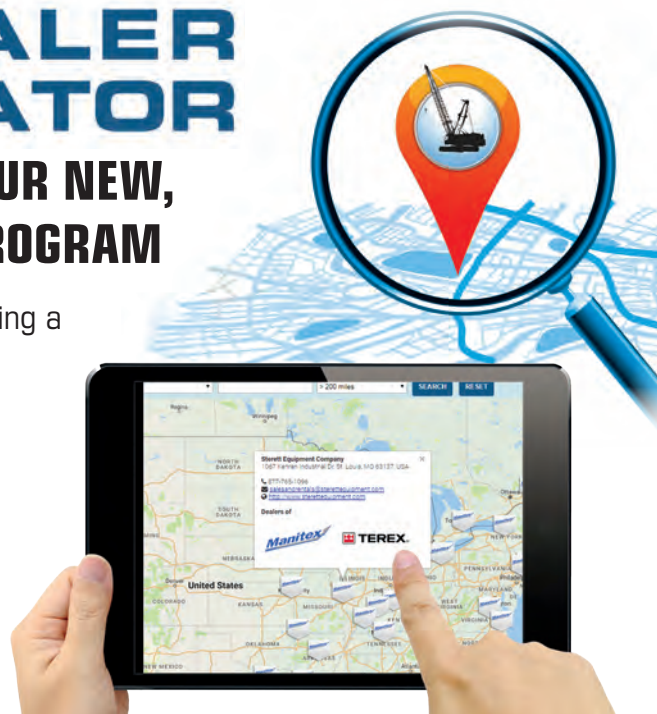
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- Your Dealer Contact  
Information included on OEM Specific Advertisements within ACT, North America's premiere magazine dedicated to crane, rigging and specialized transportation, and also featured in the digital issues.
- Monthly e-cast of your dealer contact information to a global audience of buyers and/or rental companies.

- ACT's Dealer Locator web portal is prominently displayed on [www.americancranesandtransport.com](http://www.americancranesandtransport.com) and features clickable links to each OEM and to dealer web pages as well as a searchable map.

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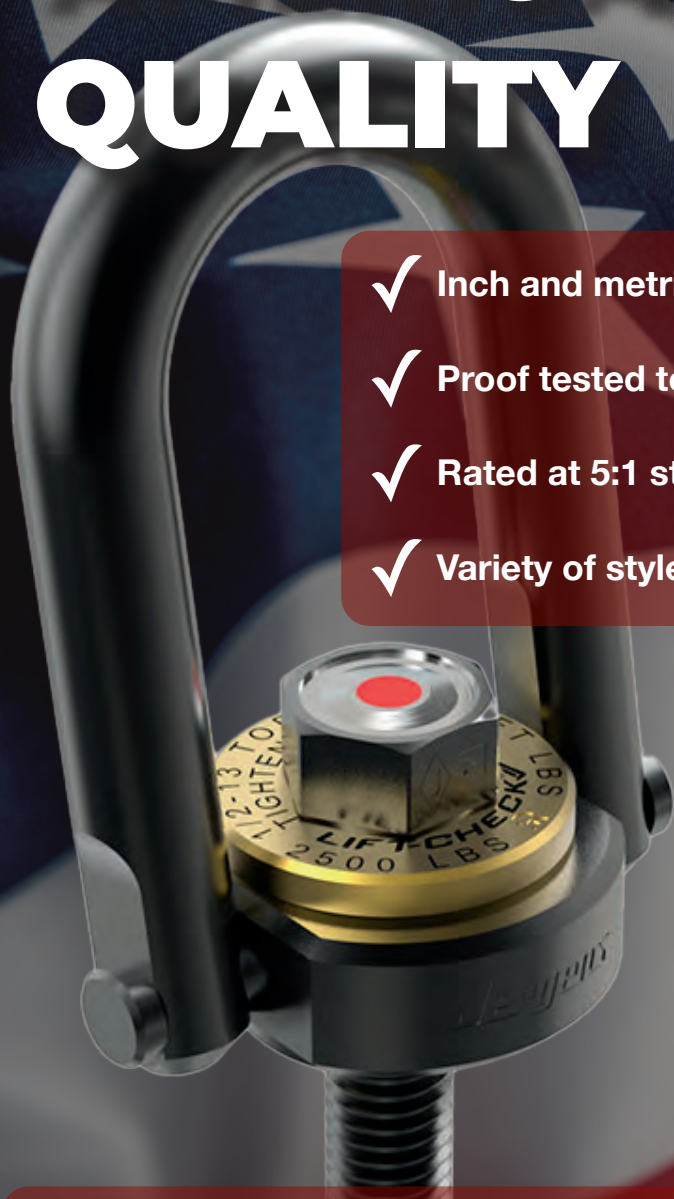
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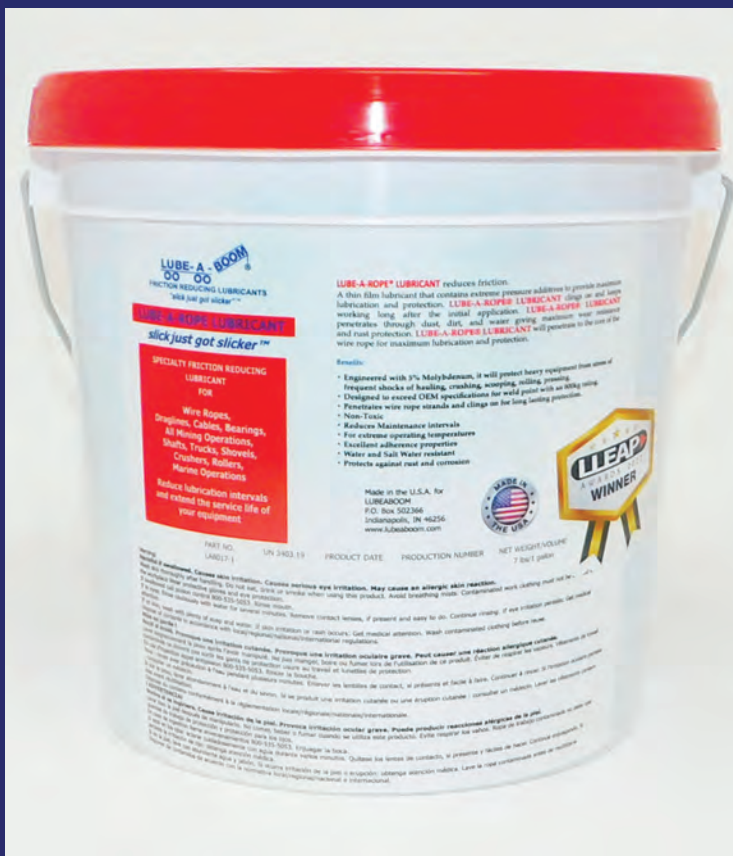
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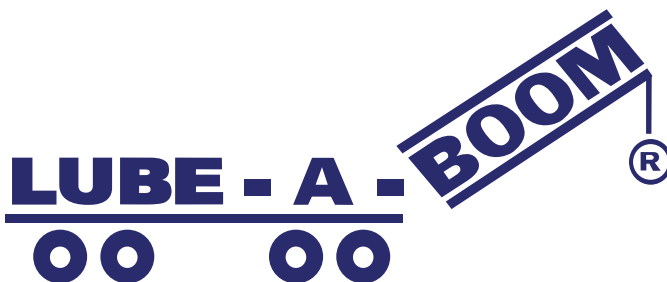


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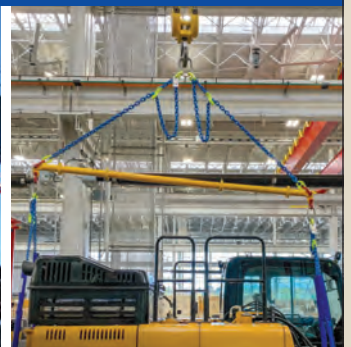


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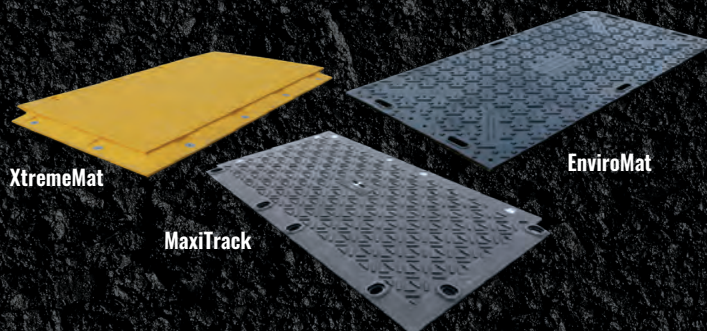
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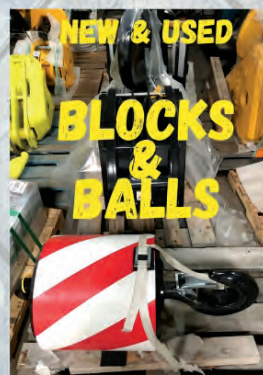
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# Daily dose

The newly launched **Crane & Transport Briefing** delivers new, exclusive journalism to your inbox Monday through Friday.

**K**HL Group has launched Crane and Transport Briefing, a daily communiqué that provides news and analysis about the global crane, rigging and specialized transport industry. The Crane and Transport Briefing features exclusive news and views about machines, jobs, technologies, safety and risk management and many other pertinent topics.

Each day, the Briefing will focus on a single piece of exclusive journalism that is supplemented with a selection of other articles of the day.

The Briefing is edited by Alex Dahm, editor of *International Cranes & Specialized Transport*, with support from Deputy Editor Niamh Marriott, as well as from the *American Cranes & Transport* team Editor D. Ann Shiffler and Deputy Editor Hannah Sundermeyer.

The Crane and Transport Briefing joins KHL's three existing dispatches – Construction Briefing, Rental Briefing, Power Briefing – all launched in the last 18 months.

"We are excited to be providing this new service for our audience, building on the existing magazines, our website and the weekly World Crane Week newsletter," said Dahm. "Every day our editorial team will provide reporting to inform and entertain, showcasing the most interesting stories impacting our industry. The lead piece in each Briefing could be



**Since its launch, the Briefing has unveiled exclusive coverage of Tadano's 100-ton all electric EVOLT rough terrain and Link-Belt's new 5-axle 225/AT all-terrain crane.**



**Trevor Pease,**  
chief operating  
officer, KHL Group

a report on an important new crane, a spectacular lift or transport job or analysis of market trends impacting our industry."

## Big exclusives

The Crane and Transport Briefing launched with an exclusive story about a new 14,000 metric ton capacity heavy lift crane being developed by a Chinese company. Since then, the Briefing has provided exclusive

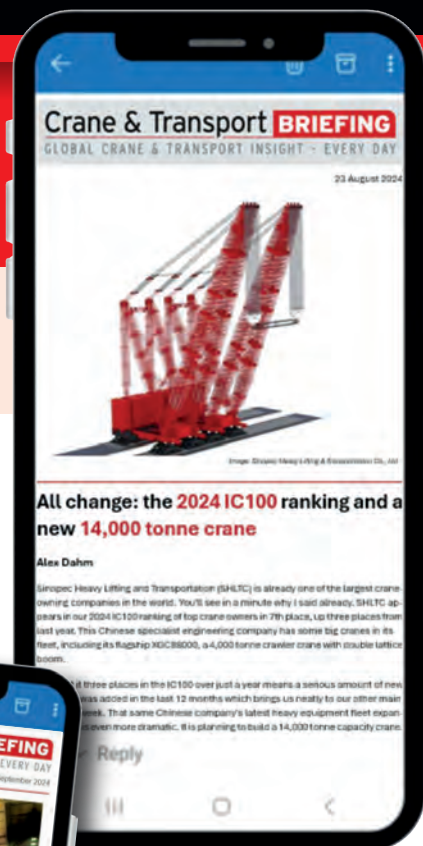
**The Crane and Transport Briefing will carry exclusive news and analysis about the crane and transport industry.**



**Alex Dahm,**  
editor, Crane and  
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coverage of Tadano's 100-ton all electric EVOLT rough terrain crane and Link-Belt's new 225-ton capacity all-terrain crane.

"In today's world, you can no longer deliver breaking news via traditional media," said Trevor Pease, chief operating officer, KHL Group. "Coupled with the legacy and success of *ACT* and *ICST*, the Crane and Transport Briefing will provide readers a 'deeper dive' into our content, and the



industry as a whole. This is a tremendous step forward, and we have already seen some pretty remarkable statistics on the engagement the Briefing is garnering."

## SC&RA partner

The official partner for the new Crane and Transport Briefing is KHL's publishing partner Specialized Carriers & Rigging Association (SC&RA). The World Crane Week newsletter will continue publishing each Tuesday.

If you have a story you'd like to share, contact Alex Dahm at [alex.dahm@khl.com](mailto:alex.dahm@khl.com) or the others on the crane and transport editorial team.

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## The Greer Advantage includes:

- Continuous monitoring of crane operation and capacity to ensure safe operations
- Predictable performance in all weather conditions
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Full range of models from 5,000 lbs.  
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