

ACT

The magazine for the crane, lifting and transport industry

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A KHL Group Publication

PRODUCT FOCUS

Lattice boom crawlers

P30

SPOTLIGHT

Articulating cranes

P35

RIGGING MATTERS

Gantries

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The spin on wind trailers

P26



Official
domestic
magazine of
the SC&RA

PREVIEW
SC&RA
Crane &
Rigging
Workshop

p15



**The right crane
for the job**

Boom extensions,
luffing jib, Boom Booster Kit,
and other attachments can
be added as required.

Easy handling

Intelligent counterweight system,
slabs interchangeable for all CC cranes.

IC-1 Remote

IC-1 Remote gives you access to
advanced real-time diagnostics
and much more.

Easy rigging

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Take a closer look at Tadano.

Discover how our DNA can fuel your passion for lifting.

Designed for maximum performance on any terrain and minimum setup complexity, Tadano lattice boom crawler cranes provide enormous versatility thanks to their rugged and adjustable crawler carrier. Moreover, the optimized transportation dimensions and weights significantly reduce transportation costs.

And with an awesome lifting machine, you will get unrivaled service. From top technicians to our new parts warehouse in Houston to the convenient call center, Tadano is invested in your success.

Learn more about Tadano lattice boom crawler cranes at www.tadanoamericas.com.

This *and* that

Can the crane market be strong *and* skittish? Apparently, this is the case for the lattice boom crawler crane market. I talked to the major manufacturers of these cranes, and they are cautiously optimistic that after the U.S. presidential election is done and dusted, things will get better. Or perhaps, worse. Seriously though, our Product Focus Lattice Boom Crawler Cranes starting on page 30 features a lot of input about this important crane market.

It's always been a KHL Group belief that to adequately cover the crane and transport industry, you have to get out and about. Our company has always supported editorial visits, from crane yard open houses, new product demonstrations and OEM facility tours. The perspectives we offer are much better when we can get up close and face-to-face with the people and the equipment that we are covering. Over the past 30 days, it's been a whirlwind of travel for our editorial team. Don't miss our Site Visits to Wolffkran in Houston, Liebherr in Germany, as well as a review of the fabulous Tower Cranes North America Conference in Nashville, TN. There is also a preview of the SC&RA Crane & Rigging Workshop in Glendale, AZ in September.

While the market for new wind farms, and even offshore wind farms, is in a state of flux, there's still a lot of maintenance work that must be performed at existing wind farms. This means replacement components have to be hauled around the country. Our Industry Focus Wind Trailers looks at the various specialized trailers designed for hauling these components and the outlook for the wind market.

Among the most perfect tools in the realm of specialized rigging is a gantry. They come in all sizes and shapes and can be built with custom features. Hannah Sundermeyer rounds up a slew of jobs that creatively utilized gantry cranes.

Also, don't miss our Spotlight Articulating Cranes. These unique lifters are gaining market share in the United States. There's also a really interesting site report about the Red Rock Amphitheatre where a Maeda mini crawler crane made a big difference in improvements to the venue.

And finally, it's so hot outside. Why not hit the air-conditioned inside for a minute and let us know what's going on with your company, people, machines and jobs.

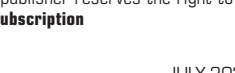
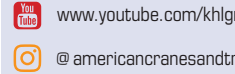
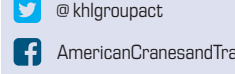
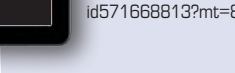
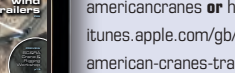
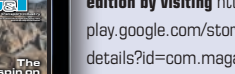
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Two Goldhofer FTV 850s navigate a challenging route to the Wayra II wind farm. See our Industry Focus Wind Trailers starting on page 26.



JULY 2024 | VOLUME 20 | ISSUE 7

ISSN No: 1555-1830 (print)
ISSN No: 2995-9136 (online)

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American Cranes & Transport is published 11 times a year by KHL Group Americas LLC, 14269 N 87th St. Ste. 205 Scottsdale, AZ 85260. This issue is mailed on May 8, 2024. SUBSCRIPTIONS: Annual subscription rate is \$301. Free subscriptions are given on a controlled circulation basis to readers who fully complete a Reader Subscription Form and qualify under our terms of control. The publisher reserves the right to refuse subscription to non-qualified readers.



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TOWER CRANES NORTH AMERICA CONFERENCE & RECEPTION

11 & 12 JUNE 2024 NASHVILLE

BITS

■ **The Tower Cranes North America** conference in Nashville, TN, attracted a record crowd of close to 300 attendees. See our full event review starting on page 12.

■ **DICA** displayed nearly 100 outrigger pads and crane pads from their SafetyTech, FiberTech and FiberMax product lines at Manitowoc Crane Days in Pennsylvania.



NCSG is Barnhart's largest acquisition to date.

Barnhart makes largest acquisition

Canada's NCSG has been acquired by Barnhart Crane and Rigging, based in Memphis, TN. Lifting and transport specialist NCSG of Acheson, Alberta, is Barnhart's first international acquisition and also its largest.

NCSG began in 1987 as Northern Crane Services and

now has 400 employees at eight depots in addition to its corporate headquarters. They are in Edmonton, Bonnyville, Calgary, Fort McMurray, and Grande Prairie, Alberta; Fort St. John and Terrace, British Columbia; and Regina, Saskatchewan.

"The acquisition of NCSG literally takes Barnhart into

new territory," said Alan Barnhart, CEO. "The decision to become an international company was not made lightly, but NCSG's pre-eminence, reputation and dominant market share ensure Barnhart's position as one of the leading crane, rigging, and logistics companies in North America."

For her part Heather

MacCallum, NCSG president and CEO, commented, "We are pleased to join the Barnhart family. Our goal has been to serve as the premier supplier in Western Canada's crane and heavy haul sector by providing best-in-class equipment, personnel, an award-winning safety program, and operational best practices." ■

Mazzella purchases Piedmont Hoist & Crane

Mazzella Companies has purchased Piedmont Hoist & Crane based out of Winston-Salem, NC. Effective immediately, Piedmont Hoist & Crane will operate as Mazzella Piedmont. Terms of the transaction were not disclosed.

"We are thrilled about this acquisition and what it means for our dedicated team members," said Rich Burns, president and CEO, Piedmont Hoist & Crane. "Keeping our employees together and joining a privately held organization allows us to preserve our strong culture. This also provides us with the opportunity to expand our team and our capabilities. The cultural fit between Piedmont and Mazzella is exceptional, and we are excited about the synergies that will come from this union. Together, we will



PHOTO: PIEDMONT HOIST & CRANE

The company will operate as Mazzella Piedmont.

continue to grow our business as we strive to become the market leader in crane equipment manufacturing."

Starting in 1993, Piedmont has grown from a small service company offering inspections and repairs into a crane manufacturing company that offers pre-engineered crane systems, as well as specialized process equipment. The company also provides crane installations and system modernizations. ■

Atlas expands crane dealer network

Crane and excavator manufacturer Atlas in Germany has appointed Drive Products USA as a distributor for Atlas cranes in the U.S. market. Drive Products, headquartered in Elkhorn, WI, offers truck

mounted equipment and services. It was started in 1983 by Greg Edmonds and is still a family-run business, led by Robert Edmonds, president and CEO.

Atlas is a long-established manufacturer of a wide range

of hydraulic telescopic truck mounted loader cranes, in several series. Maximum load moment ratings are up to 60 ton-meters, capacities are up to 13 metric tons (14.3 tons) and maximum reach is 22 meters (72.2 feet).

Tadano RTs headed to Mexico

Mexico-city based Magruber has bolstered its fleet by acquiring four Tadano GR-350XL rough terrain cranes. The new compact 30-ton cranes have a 31-meter (101.8-foot) boom as well as being equipped with a Cummins QSB6.7 Tier 3 engine. The GR-350XL can lift loads of up to 8,400 kg at a height of 30 meters (98.4 feet) and pick and carry loads of up to 7,500 kg at a radius 6 meters (19.7 feet) and 20 meters (65.6 feet) high.

Magruber has over 30 years of experience in equipment rental, lifting, loading/unloading and transportation. They have a fleet of hydraulic cranes, forklifts, hydraulic arms, titans, platforms, lowboys and trailers – strategically located to provide service to the Mexican Republic.



Pictured from left to right: Magruber's Salvador Berumen Jr.; Ana María Berumen; Salvador Berumen, Senior; Elvia Berumen; and Tadano's Ruben Olivas.



Liebherr launches MK series in U.S.

Liebherr's MK series of mobile construction cranes have officially arrived in the United States. These cranes combine the height and reach of a tower crane with the maneuverability of a mobile crane and are capable of positioning themselves directly alongside buildings or infrastructure, avoiding the need for road or lane closures.

Ideal Crane Rental President Robert Kalhagen has ordered three MKs, one of each model. Ideal Crane Rental, a family-run business based in Madison, WI, values the versatility of the MK cranes, Kalhagen said.

"Tasks that previously required a larger crane with multiple counterweights and jib extensions can now be



A MK series mobile construction crane stands ready for a customer presentation at Liebherr's Miami location.

managed with a crane that carries its own counterweights and can be set up in a fraction of the time," said Kalhagen. "The MK 140-5.1, our largest MK crane, has a reach of more than 200 feet, a hook height of up to 309 feet and is fully operational in less than 30 minutes."

The current MK series of mobile construction cranes includes three models,

including 3, 4 and 5-axle options, hook heights up to 309 feet, lifting radiuses over 200 feet and varying lifting capacities. The cranes can be utilized across most U.S. states. Assembly and disassembly are fully automated, and the operating system automatically recognizes its configuration status, allowing it to inform the operator of safe and efficient working limits.

Soima rebrands as Stafford Tower Cranes

Soima tower cranes, manufactured in Portugal, will now be known as Stafford Tower Cranes. Each model will have a new designation and the full range of tower cranes will be made available globally. The current range includes many models from 5 tons to 42 tons maximum load.

"We now have an extensive 2024-2025 modernization

and innovation program in place to introduce new crane designs and models to the market," said Patrick N. Stafford, president. "We are delighted to announce three new luffing crane models from 16 [metric] tons to 42 tons of a conventional design, with a further five models with a hydraulic luffing jib."

The new hydraulic luffers



Soima Cranes will now be known as Stafford Tower Cranes.

feature "flat mode," which enables it to operate like a typical flat top trolley crane.

Pictured from left to right: Ralf Ostendorf, Atlas Cranes product development director; Brahim Stitou, CEO Atlas Group; Robert Edmonds, CEO Drive Products; and Gerhard Frerichs, Atlas Cranes general manager.
PHOTO: ATLAS

"With over 40 years of experience, Drive Products has established itself as one of North America's leading truck equipment solutions providers," said Edmonds. "We're staffed with trained professionals experienced in systems engineering, manufacturing,

installation and repair services for mobile and industrial applications. Drive Products' launch of the Atlas brand of cranes for the U.S. market will occur through our established Wisconsin and Texas operations that include both Upfitting and Distribution divisions."

Air exchanger swapped out by Emerson

Waterloo, IA-based Emerson Crane Rental completed a one-day air exchanger swap-out project in mid-April at a large food processing facility in Waterloo. The project, led by

Cedar Rapids-based All Temp Refrigeration, rented Emerson Crane Rental's new Grove GMK6300L-1 all-terrain crane for the job.

The 5,600-pound air exchanger was lifted and moved at a radius of 230 feet using the 350-ton all-terrain crane.

"The Grove all-terrain crane performed flawlessly at a very long radius," said John Emerson, owner, Emerson Crane Rental. "It remained very stable with the full boom telescoped. I'm proud of the team at Emerson Crane for their work on the air exchanger project. Their expertise and dedication ensured the job was completed

A new Grove GMK6300L-1 was used to lift and place a 5,600-pound air exchanger at a 230-foot radius.



with minimum disruption to the plant's operation and within a tight timeframe."

The Aspen Equipment Iowa service team and a

Grove factory technician also provided essential training to Emerson Crane Rental on properly using the Grove GMK6300L-1.



BITS

■ **Hiab**, part of Cargotec, launched the MyHiab mobile app, to improve operator productivity and safety. The digital companion provides features and content about Hiab equipment throughout its lifecycle. It also establishes a communication channel between Hiab and the end-users.



■ **Manitowoc** employees and their families enjoyed a huge crane-centric picnic at the company's "Family Day" at the Manitowoc Shady Grove plant in Shady Grove, PA. The gathering featured live music, picnic-themed food and drinks, games and an exhibit and demonstrations of 30-plus cranes representing the company's brands.

Sarens completes rooftop project at YMCA Toronto

Sarens successfully completed a crucial rooftop support project for YMCA Toronto. The project involved lifting roofing materials and installing railings and other miscellaneous safety equipment to enhance safety for maintenance personnel in a geared-to-income housing complex, the company said.

The project was a one-day operation, focused on improving safety measures for maintenance personnel working in the housing complex. It involved lifting materials to a height of 167 feet, with the load weighing 1,250 pounds at a radius of 126 feet. During the planning phase, Sarens coordinated with the nearby Toronto Children's Hospital. The project required

Sarens lifted roofing materials that will be used to enhance safety.



approval from the hospital administration to ensure minimal disruption to hospital operations.

The Liebherr LTM 1070 4.2 was selected for its size and reach, which made it ideal for the project requirements. It was equipped with a full main boom and a 31-foot jib, ensuring it could handle the height and weight specifications of the lift.

One of the primary challenges of the project was traffic control for the emergency hospital parking area. Ensuring that emergency vehicles could access the hospital without interruption was critical. The crane was operational at the jobsite for eight hours. Sarens completed the project on schedule.

Engineered for the future, built on experience

LTM 1110-5.2

The LTM 1110-5.2 with 3 new core features: the crane control system, the driver's cab and the gearbox. The new LICCON3 crane control system comes with large touch displays and is prepared for fleet management and telematics. The ZF TraXon gearbox with DynamicPerform offers wear-free manoeuvring. Plus a modern crane design – the future of the all-terrain series.

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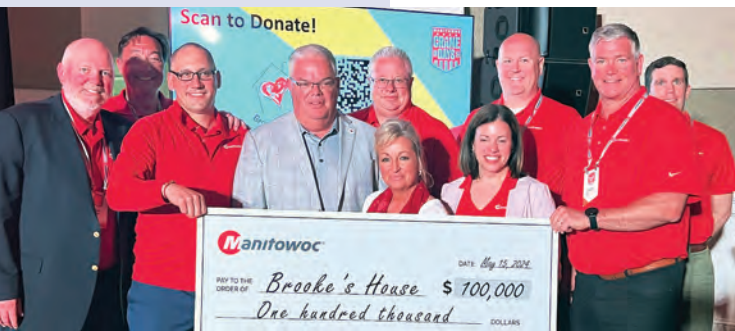
LIEBHERR

Mobile and crawler cranes



■ **Brooke's House**, a rehabilitation center in Hagerstown, MD dedicated to aiding women in recovery, has received \$100,000 from Manitowoc and \$50,000 from its dealers and customers. Manitowoc has employed nearly 20 Brooke's House graduates, providing them with valuable job training.

From left: **David Hull, Ion Warner, Aaron Ravenscroft**, Manitowoc; **Kevin and Dana Simmers**, Brooke's House; **Les Middleton, Jennifer Peterson, James Cook, Brian Regan and Chase Seely**, Manitowoc.



Software alliance for ProMiles

Software provider AASHTOWare – a division of the American Association of State Highway and Transportation Officials – announced its new strategic alliance with ProMiles Software Development Corporation and the release of AASHTOWare PermitRoute powered by ProMiles, increasing



ProMiles and AASHTOWare have formed a strategic partnership.

accuracy, compliance and permit turnaround time for customers. AASHTOWare created the Alliance Program to fill functional gaps in its software offerings.

As a result, AASHTOWare and ProMiles released AASHTOWare PermitRoute powered by ProMiles, a cloud-based automated technology solution tailored for real-time oversized overweight permitting and routing needs of state and local transportation agencies.

"AASHTOWare PermitRoute powered by ProMiles analyzes a variety of factors ranging from route restrictions and load attributes to jurisdiction preferences, equipment type and commodity in order to create real-time routing and permitting guidance for state transportation agencies," explained Ryan Fragapane, product director at AASHTOWare. "That helps ensure greater safety and efficiency for the trucking community nationwide."

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Talking tower cranes

Alex Dahm and **D. Ann Shiffler** provide an overview of the Tower Cranes North America Conference in Nashville, TN.



A record crowd of close to 300 attended the Tower Cranes North America conference June 11-12 in Nashville, TN. Feedback was overwhelmingly positive from delegates, speakers and sponsors alike.

Following an opening address from Joel Dandrea, chief executive officer at SC&RA, TCNA's exclusive event partner, the conference got underway with the keynote presentation from Sam Moyer, general manager at ALL Tower Crane. He gave his carefully considered take on how the industry is evolving and what is helping to shape its future. Much of the work for tower cranes at the moment is coming from projects to construct privately funded healthcare facilities and student accommodations for the education sector. Ongoing data center construction is also good for all types of crane rental. He said the market is akin to driving with the parking brake on, with reason for optimism and caution.

SC&RA CEO Joel Dandrea welcomed the crowd to Nashville and discussed various SC&RA priorities.



Into the details

Technical presentations covered how to prepare cranes for bad weather and the pros and cons of steel versus synthetic fiber for hoisting applications. Crane Risk Logic Founder Jim Wiethorn presented a session about preparing for wind and weather conditions, giving important statistics about how wind and weather affects tower cranes. Wireco's Timothy Klein and Kennedy Wire Rope's Brooks Nunley discussed the differences between



wire and fiber rope and the prospects for fiber rope replacing wire rope.

A panel discussion about erecting, reconfiguring and dismantling tower cranes drew lots of questions from the audience. It highlighted just how important it is to gain experience in such operations and to closely follow the correct procedures. The panel included Finnco's Matt Finnerty, Brasfield & Gorrie's JR Moran, Compass Equipment's





A panel discussion about erecting, reconfiguring and dismantling tower cranes drew lots of questions from the audience.

(Uperio) Kelly Hadland and Manitowoc/Potain's Chris Noblit.

Site reports

A site report from Pedro Alonso at Espamex gave interesting insight into efficiencies achieved on the project to construct the spectacular 475-meter Rise Tower in Mexico. Among many other things, Alonso highlighted the value of working as closely as possible with the project developer from the earliest stage to maximize the potential of the craneage.

In the afternoon, two sessions focused on the critical legal aspects of rental contracts and crane accident compensation claims. Both were expertly presented with clear takeaways for crane owners, primarily how important it is to ensure you have correctly worded contracts making it clear who has responsibility for the cranes on a project. The four attorneys, all with extensive experience defending crane companies, included Jesse Callahan and Jason Vovault



Attorneys Clayton Callen and Anna Dodds discussed how a recent tower crane lawsuit was won due to contract language.

with May Potenza Baran & Gillespie, Anna Dodds with Hartline Barger and Clayton Callen with Bowman and Brooke.

A second project report in the afternoon detailed the fascinating story of the Crazy Horse memorial project in South Dakota. Morrow's Peter Juhren discussed how the project has been under construction for decades using mostly manual labor. A tower crane is now being brought in to accelerate the project to carve an entire mountain into a memorial. It depicts Crazy Horse, or Tasunke Witko, a native American hero who stood up for his people against oppression in the 19th century.

Terex's Andreas Ernst and Select Crane Sales' Shelly Gayring discussed one of the biggest challenges in the industry, workforce development. Gayring presented the results of a SC&R Foundation and NCCCO Foundation study about the state of the crane and transport workforce.

Videos to come

The final presentation by Vita Industrial's Casey Savlov discussed load stabilizing technologies for improving lifting operations.

TCNA is organized by American



Attorneys Jesse Callahan and Jason Vovault discussed borrow servant contract language and the protections it can offer.

Cranes & Transport and *International Cranes and Specialized Transport* magazines and its publisher and parent company KHL Group. Check back at www.craneandtransportbriefing.com to see videos of each presentation.

Sponsors of the conference included AMCS, Bondura Technology, Brasfield & Gorrie, Comansa, Creative Lifting Services, Cropac Equipment, Jaso, United Rentals Power & HVAC, Kito Crosby, Lewis Crane & Hoist, Liebherr, Manitowoc Potain, Maxim Crane Works, Morrow Equipment, Neargrid Solutions, North American Crane & Rigging, Roycap Machinery/Capital Crane, Stafford Crane Group, Terex, Tipton Crane, UltraWis and Wolffkran. ■

An audience of close to 300 attended the event in Nashville.



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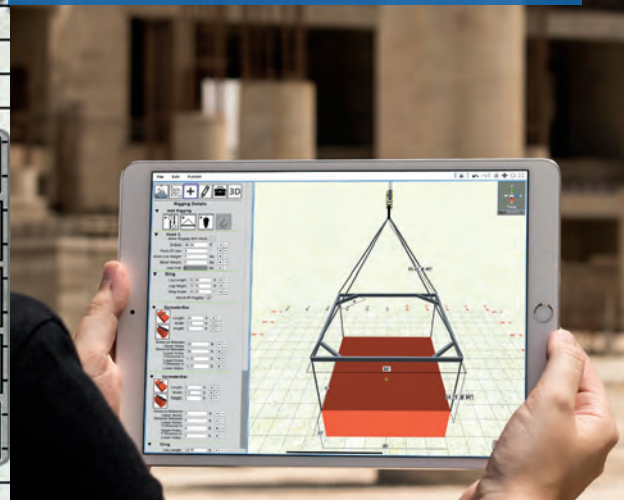
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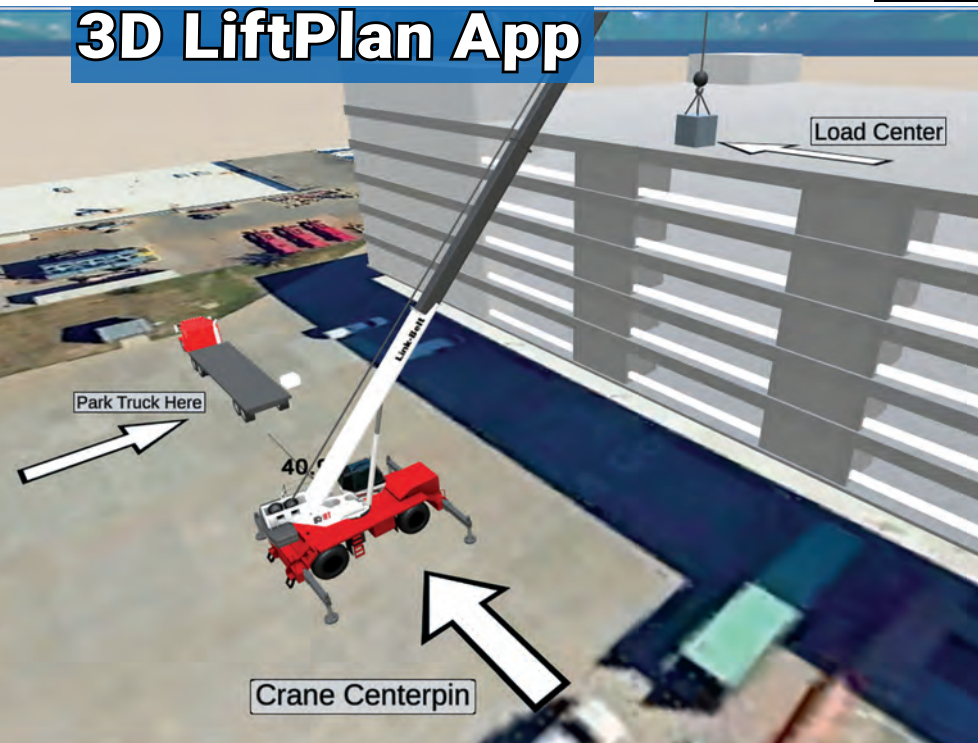
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The 2024 SC&RA Crane & Rigging Workshop promises plenty of illuminating sessions and networking.

Glendale get-together

The 2024 Crane & Rigging Workshop is where industry members connect. Join them Tuesday, September 24 through Thursday, September 26, at the Renaissance Phoenix Glendale Hotel Glendale, AZ.

Hot topics

Kicking off the Workshop on Wednesday will be a riveting Opening Session



The Workshop will feature plenty of networking and education sessions.

titled, The Plaintiff's Playbook. Soaring insurance costs are a hot button topic within the industry, with no end in sight. This panel discussion will arm your business when going to battle in the courtroom as renowned plaintiff's attorney, Michael

Goldberg, will go toe-to-toe with veteran defense attorney, Scott Moulton. These legal experts will share strategies of how your company can insulate itself from

>16

DETAILS

WHEN
September 24-26, 2024
WHERE
Renaissance Phoenix Glendale
Hotel in Glendale, AZ
scranet.org/CRW2024



nuclear verdicts and the resulting spikes in insurance premiums.

The panel will also include Chris Mikolay, senior vice president, National Interstate; Billy Smith, EVP, claims & risk management, NBIS.

A highly anticipated Breakout Session on the same day will be Eyes on Safety: Enhancing Mobile Equipment with Camera Technology. The session will be led by Edwin Bullmer, safety manager, Phoenix Crane Rental; Mike Knott, president, Phoenix Crane Rental; Colton Rhew, field safety, Buckner HeavyLift Cranes; and Meredith Williams, president, Buckner HeavyLift Cranes.

Attendees will hear real-life examples and case studies of camera footage saving personnel and member companies from devastating legal and financial repercussions. Understand the basics of camera technology (inward-facing, outward-facing, dashcams, etc.), and their practical uses in fleets. All of which ultimately enhance safety and accountability across the industry.

Thursday's Keynote Session, Hope Unseen: Finding Success in Adversity, will be delivered by Major (Ret.) Scotty Smiley. He became the first blind active-duty officer in military history following a face-to-face confrontation in 2005 with an Iraqi terrorist suicide car bomber. After his injury, Scotty's faith led him to forgive his attacker and inspired him to rebuild his life while continuing to serve his country in the U.S. Army. Smiley then went on to tandem skydive with the U.S. Army's Golden Knights, climb Mount Rainier and complete a Coeur d'Alene Ironman. Major Smiley was also named "Soldier of the Year" in 2007 and ESPN awarded him an ESPY Award in 2008 as the best outdoor athlete.

Ahead of the curve

Another must-see breakout session is titled, The Latest on Equipment Innovations. Staying ahead of the curve of the ever-evolving equipment utilized in the industry can be a daunting task. Attendees of the session will hear from leading manufacturers as they discuss cutting-edge technologies and advancements designed to enhance safety, efficiency, and productivity on the jobsite. The participating manufacturers



The Exhibit Center will feature 88 booths displaying equipment, products and services.



Should be Asking Your Insurance Broker; Increase Crane and Rigging Safety through Lift Planning, Guidance, and Engineering; Eight Daily Habits to Support Your

Physical and Mental Wellbeing; Elevating Equipment Reliability & Safety Using Dynamic Testing and The Science of Cabling and Optimization Solutions.



Making connections

The Exhibit Center will host 88 companies

displaying new equipment, services and products. Attendees will also be treated to two evening receptions, as well as a variety of breaks throughout the day. There will be a plethora of opportunities to network, both day and night, including the First Timers' Reception for all new attendees of the event. Members are also encouraged to attend any/all committee meetings, which include the Tower Crane Committee, Safety Education and Training Committee, Labor Committee and the Crane & Rigging Group Governing Committee.

The Workshop will also hold the one-day Leadership Forum, which is tailored to empower the next generation of thought leaders. This session pairs participants with experienced industry mentors to strengthen networks and accelerate the advancement of top talent into higher professional and Association leadership roles. Interested attendees must apply beforehand.

To register for the Workshop, please visit cranet.org/CRW2024.



are Broderon Manufacturing Corp, Load King, Maeda America and Manitex International. Panelists include: Ed Hisrich, vice president of sales, Broderon Manufacturing Corp.; John Lukow, senior vice president, cranes, Load King; John Carpenter, senior sales manager, North America, Maeda America; and Colton Peterson, product manager, Manitex International.

Additional breakout sessions for the Workshop include: Reviving Giants: The Art of Rebuilding and Remanufacturing Cranes; Success Stories and Strategies for a Winning Workforce; Solid Foundations: Outrigger Pads, Materials and Selection; The Most Important Questions You



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Changing the

Niamh Marriott talked to **Hendrik Sanders** about the future demand for crawler cranes.

Sarens' Senior Research and Development Engineer Hendrik Sanders spoke to *International Cranes & Specialized Transport* about the future demand for crawler cranes. Sarens Group, based in Wolvertem, Belgium, and with a significant presence in North America and around the world, continues to innovate with its ever-increasing lifting capabilities and transport operations. Progressively heavier loads are needing to be lifted, and crane OEMs must adapt and produce ever-larger models to meet these huge project demands.

In 2023, Sarens took delivery of the first unit of Liebherr's 2,500-metric-ton LR 12500-1.0. Sarens named its new crawler crane *Straffen Hendrik*, after Sanders.

Rostock in Germany was the first place the LR 12500-1.0 was put to work for Sarens' client Van Oord. The crane lifted 50 monopile foundations for offshore wind turbines.

Sanders has worked for Sarens for more than 34 years, and for most of that time in the realm of lattice boom crawler cranes. With his vast knowledge of these cranes, Sanders serves as a link between Sarens and crane manufacturers.

"I work with the manufacturers on achieving what our newest cranes need," he said. "Crane manufacturers don't usually design a crane for just one client, and they want their cranes to have global appeal, but I try and help demonstrate what we want and what is possible to create together."

THE AUTHOR

Niamh Marriott is deputy editor of *International Cranes and Specialized Transport*. This article an excerpt from an article she wrote earlier in 2024.

HOW DO CRAWLER CRANES COMPARE WITH OTHER CRANE TYPES, SPECIFICALLY ATS?

It's what you're using it for, it's job specific. As an example, for rigging our bigger cranes, one or more assistant cranes are needed. If the rigging of a large crane takes 14 days, it really is an advantage to have a small crawler crane as the rigging goes faster compared to a telescopic crane, because you don't have to set it up, and it's easy to move. With a crawler crane, it takes only a few minutes and you're ready to lift at the other end of the site.

Most of the time it's not a technical question but a commercial one. It's cost. For the mobilization cost of a crawler crane is more expensive than a telescopic crane. With Sarens, we have lots of branches worldwide so depending on where the jobsite is, there will be different options available for the work, and the decision of whether to use a crawler or a telescopic crane can differ between countries and sites.

WHAT IS THE BIGGEST CHALLENGE WITH SAFETY WHEN IT COMES TO LATTICE BOOM CRAWLER CRANES?

The biggest challenge in terms of safety is working at height. In the last 10 years, manufacturers have made real progress on this. With increasing wind turbine erection demand, where cranes have to be moved often, there is a lot more working at height, but luckily the safety culture was already in place from refinery and petrochemical jobs. That industry was the first to have full time safety officers on sites, and they have continued to lead in setting safety standards.

There's also been developments to ensure that workers have safety training before they can enter the site. [Safety training] is more standardized, and if there is a specific requirement on a particular jobsite, an informational video can show special points of attention for that site. Even wind turbine companies have full-time safety officers on site, and workers have to complete an induction before commencing work.

Rigging a crane safely has also been addressed. Crane companies and manufacturers alike take responsibility for safety during rigging of the cranes.

“It's about predicting future demand precisely, so you have something the industry needs.”

HENDRIK SANDERS,
Senior Research and
Development
Engineer,
Sarens



game



Sarens named its Liebherr LR 12500-1.0 crawler crane "Straffen Hendrik," after its long-term employee Hendrik Sanders. PHOTO: SARENS



A modern crane nowadays is equipped with all sorts of systems to ensure safe rigging, such as access platforms, lifelines, anchor points, safety nets, etcetera.

Now the issue is with cranes that have an older design, you need to retrofit these fall arrest systems. In many cases, retrofit can be done, but it's easier to incorporate safety systems into the design from the beginning. It's also less expensive.

WITH LARGER WIND TURBINES, LARGER CRANES ARE REQUIRED. IS IT BECOMING MORE DIFFICULT TO TRANSPORT CRAWLER CRANES TO THESE SITES?

It is different for different countries, but I think most crane manufactures follow the rule of 60 tons of component weight as the maximum for international transport. It depends on the size of the crane. For smaller lattice boom crawlers, 60 tons of body weight is too much. You want to stay as low as possible with the body weight.

It's always an advantage to have crane components as light as reasonably possible, for transport. With most of the cranes, let's say in the 600-ton class, the A-frame, including the derricking winch, can be removed. By doing that, most of the crane bodies can stay within the limit of 60 tons. When you have to move the bigger cranes, you have split them and divide the superstructure from the carrier with a quick connection at the slewing ring. But sometimes quick connections are a bit more intricate than others. It's better to keep the slew ring attached to the carbody and have a four-pin connection or something similar to install the superstructure on top.

WHAT IS THE LATEST CRAWLER CRANE TECHNOLOGY THAT YOU'RE EXCITED ABOUT?

I'm always interested in bigger crawler cranes. For say 15 years or so, a 600-ton machine was a big crawler crane. Then it moved up to the 750 to 800-ton class. But now we are looking at the 1,000-ton class to become a common crane class. This has been driven by the wind turbine industry.

More and more, smaller crane companies [are adding] relatively big crawler cranes to their fleets. And it is all to do with the increasing heights of wind turbines. For the moment, the maximum hub height in

Europe is about 180 meters. But this is not the standard yet. There are already some wind farms with turbines with 165 meters of hub height. But the expectation is that this will go up.

Maybe 15 years ago, we thought the total limit would be 200 meters for tip heights, because of air traffic regulations. Now there doesn't seem to be a strict limit for the height of towers. We have seen that the higher you put the wind turbine, the greater its efficiency. It's quite expensive to get turbines up to such great heights.

Moving from a 600-ton crawler to a 1,000-ton crawler to install a turbine creates a significant price increase, and also there's less availability. I think at the moment there's only about 100 or so units. But we're seeing a surge in popularity of 800-ton machines. Liebherr's LR 1800-1.0 is [the new flagship in this class]. I think it's become available to the market at exactly the right time. Liebherr keeps links and communication with wind turbine manufacturers so that they can get the most relevant information firsthand for crane development and future needs.

The 750 to 800-ton class is the current class for wind turbine erection, but I do think it could move up to the 1,000-ton class. There are prototypes of turbines that suggest this could be the future, but it's difficult to predict. There's always the never-ending discussion about the increasing weight of nacelles, and if they could be lifted in one piece. You can look a few years ahead, but not much further.

Tadano is also working on a new larger capacity crawler crane for the wind turbine business, and they need to get availability to market at the right time. It's about predicting future demand precisely, so you have something the industry needs in terms of capacity but not overshoot it. With lattice boom crawler cranes for wind turbine erection, the stability of the boom is very important for any crane design.

Turbines are installed in windy areas, logically, but wind can pose an additional challenge. You need a boom system on the crane that is resistant to wind from any direction, particularly from the side. With longer booms, the more difficult it is to take the sideways forces.

In the beginning, companies tried to stay with transport dimensions of 3.5 meters width, as beyond that, it's difficult to get road permits for transportation. Taking the boom width from 3 to 3.5 meters helped improve stability when dealing with sideways wind. But that was just the first step, and companies realized that was not sufficient to deal with new heights.

Liebherr came up with their parallel boom, the power boom. They took two standard booms and put them side by side, and they were able to lift loads higher. The wider boom doesn't increase the crane capacity as such but you can lift the same loads to larger heights, which was exactly what the wind industry wanted.

It was a great solution but the next challenge was that a parallel boom is not material efficient. The weight of the boom compared to its capacity for stiffness, this weight stiffness ratio is not ideal. It's better to design a new, lighter boom that has more stiffness.

These wider booms have to be more stiff, but also they need to be collapsible, because you can't transport a boom that is 6 or 8 meters wide. So, transport is important but so is the speed of assembly. Liebherr and Tadano have worked out intricate solutions to this.

Sarens bought the first LR 12500-1.0 from Liebherr, and the design of the boom is so interesting. It's the first crane with a T-shaped superstructure with a wide 7.5 meter boom that starts right from the bottom. Liebherr calls the new boom construction the High Performance Boom. We are convinced that this will be a game changer.

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In a pinch

When it comes to thinking outside of the box for unique rigging solutions, gantry systems are often an adaptable alternative to huge and expensive conventional cranes. Utilized at both indoor and outdoor jobs, gantries are a portable and popular solution in the rigging and specialized lifting realm. These simple yet mighty machines can be deployed to a jobsite and get right to work.

Hoisting reactor vessels in California, setting a generator, modernizing a Chicago Transit Authority rail line and restoring an historic canal, *American Cranes & Transport* has compiled several interesting projects that were performed using gantries.

Skates and tanks

MEI Rigging & Crating was brought onto a complex data center project site to set a generator in a limited working space. Due to the tight clearances and the exact setting of the generator, weeks of measurements, calculations and critical design decisions were made by the MEI team. It took every inch of space from overhead room, gantry set up and even the MEI platform to make the plan work.

The MEI team offloaded and set the 50-foot by 12-foot subframe onto an MEI platform, then rigged and secured the generator onto it. The crew rigged and set the enclosure and married together all three pieces to be moved as one, weighing 126,000 pounds. Using eight trail skates along with winches, the team skated the assembled generator under the customer's steel structure. Once in place, the team then rigged the three-piece generator to the 250-ton gantry set using the eight, 10-ton chain hoists. MEI then hoisted the

Bragg's J&R 700-ton model T1402-4-39 gantry helped transfer vessels to the Long Beach yard for staging and storage.

Hannah Sundermeyer

rounds up an array of impressive gantry projects across North America.

generator within ¼-inch of the overhead steel structure and placed maroon blocks under for safeties. The next step was to rig, offload and pin roll two 25-foot-long by 12-foot-wide steel tanks (25,000 pounds each) using the MEI platform, one-inch pin rollers and winches. The MEI team carefully pin rolled each tank under the generator with only ½-inch of clearance between the tank stub ups and the bottom of the subframe.

Once both tanks were set in place and married together, the team then used the 250-ton gantry to carefully lower the generator onto the tanks making sure all bolt holes, exhaust and fuel lines lined up and married together.

Component configuration

Bragg Companies was contracted to offload, transport and store four reactor vessels from Pier F in Long Beach, CA to Bragg Companies' headquarters. The four reactor vessels varied in weight from



MEI Rigging & Crating was brought onto a complex data center project site to set a generator with the absolute minimum tolerances of working space to perform.

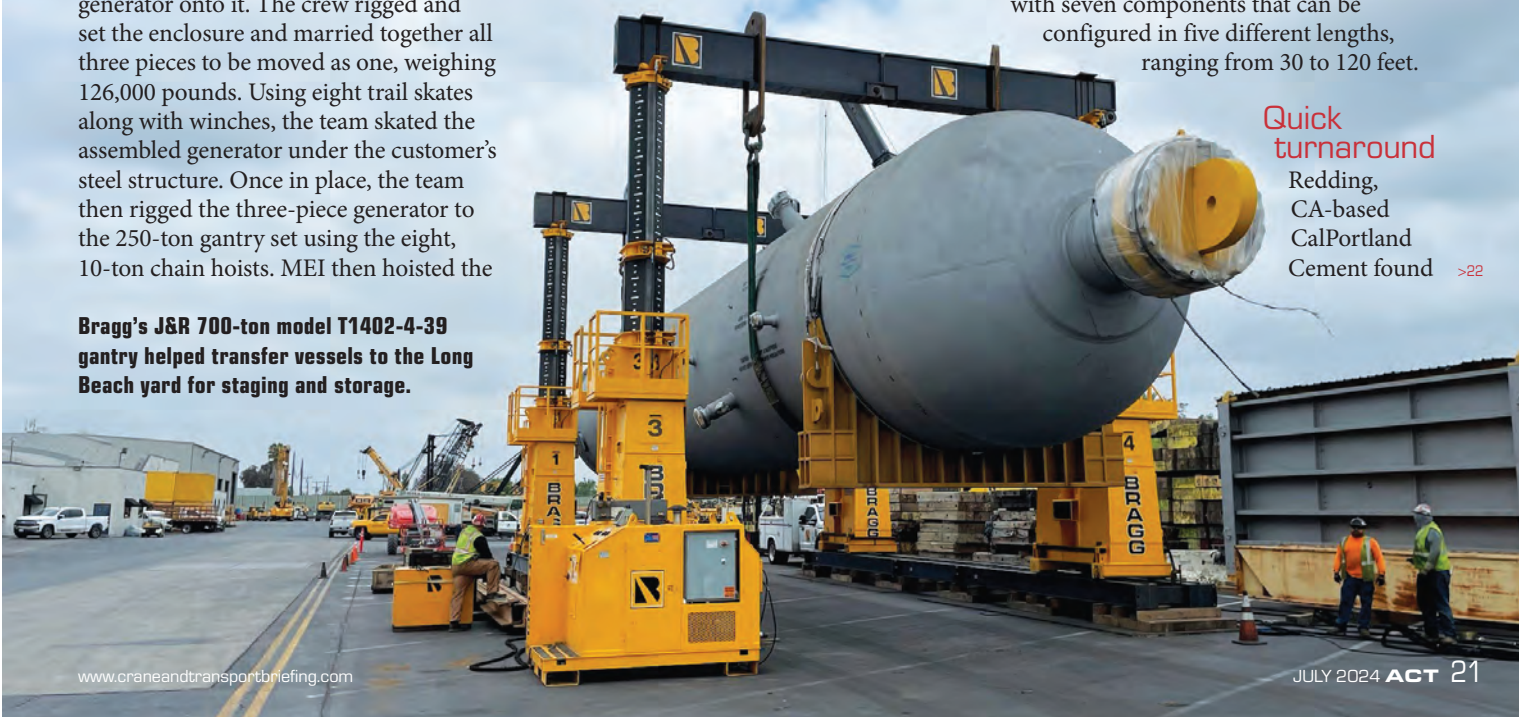
280 to 583-kips. This process required a series of transloading and staging operations carried out by the company's core divisions.

The J&R Engineering 700-ton model T1402-4-39 gantry was used to transfer the vessels to the Long Beach yard for final staging and storage. The gantry's hydraulic pump unit is operated by diesel motor or 480V 3-phase power. Each vessel was lifted and held 60 inches above the ground before positioned within the gantry footprint. The crew performed a required five-minute lift and hold during each transload.

The header beams for this lift, designed by Bragg's in-house engineering department, featured a modular design with seven components that can be configured in five different lengths, ranging from 30 to 120 feet.

Quick turnaround

Redding, CA-based CalPortland Cement found >22





Redding, CA-based CalPortland Cement worked with Vezers Industrial Professionals and their RGS gantry system for a head replacement on one of their ball mills.

themselves in an unenviable place in the spring of 2024. One of their ball mills required a head replacement – immediately. Time was of the essence. The plant staff reached out to Machine Repair International – commonly known as Vezers Industrial Professionals.

With only weeks' notice, Vezers was on the job. And this job presented many challenges. The plant layout had extremely tight quarters. The mill head was sandwiched in between a low overhead structure limiting lifts to inches. Surrounding the mill was a small opening just inches larger than the width of the head. And below the mill, there were supports that restricted the head's exit in and out the building. The team raced against the clock as CalPortland needed the head replacement immediately. Vezers

Let's talk transit

Mi-Jack's MJ55HD Travelift is playing a pivotal role in Chicago's Red & Purple Line Modernization (RPM) Program, the largest capital project in the history of the Chicago Transit Authority (CTA). Partnering with the Walsh-Fluor Design-Build Team, Mi-Jack's MJ55HD is tasked with efficiently positioning concrete segments into the existing infrastructure, which is critical to the project's success.

Designed specifically for urban construction environments, this particular MJ55HD's compact size allows it to operate beneath a launching crane, navigating narrow spaces with ease. This capability is essential in maximizing efficiency and minimizing disruption to both workers and commuters. Its speed and safety features further enhance its suitability for high-traffic areas, ensuring that construction activities proceed smoothly without compromising safety standards.



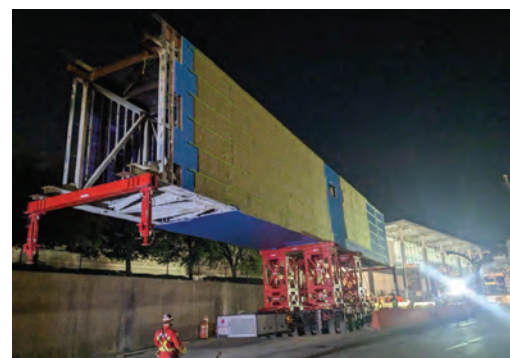
Clark Rigging and Rental's project included developing a design/build rigging plan to service the Lower Lock Gates at Lock E4 in Waterford NY.

was also tasked with designing and constructing all other support structures necessary to remove the head.

The company's in-house engineering staff designed a twin support system supplied by Rigging Gear Sales. RGS supplied and transported a lift system with a Model 34FBG5400WTI - 500T Power Tower, two 40-foot Box Girder Header Beams, a 400-ton Powered Side Shifts with Adjustable Lift Links, four 10-foot sections of 20-inch Runway Track, numerous Track Elevation Stands and several highly qualified operators, cross country, within a 10-day window. The erection was completed in a day.

Locked and loaded

Clark Rigging and Rental is headquartered in Lockport, NY along the famous Erie Canal and has an annual contract for all crane and rigging services across the NYS Canal system. This year, the team's project included developing a design/build rigging



At the end of the bridge, Fagioli connected lifting beams provided with four strand jacks with 50-ton capacity each, which was then used for the final lift activity at the airport.

plan to service the Lower Lock Gates at Lock E4 in Waterford NY.

Lock E4 has a vertical lift of roughly 35 feet, which means the water differential from the upper chamber to the lower chamber changes 35 feet when a boat is navigating the lock. Large steel gates are used as doors to close the chamber and then a pump adjusts the water heights so boats can safely change elevation to travel upstream or downstream. The lower gates at Lock E4 are 25 feet wide, 60 feet high, 4 feet deep and weigh 125,000 pounds each.

Clark proposed designing, engineering, fabricating and implementing an overhead gantry system which could hoist both gates off of their hinges, shift inward of the lock chamber, stabilize in the vertical position and allow for critical maintenance to be safely performed on the gates.

A critical component

Fagioli was involved in the transportation and installation of a new baggage handling system at Houston's International Airport.

Fagioli transported a bridge from the manufacturing area by SPMTs and lattice



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OXBO was tasked with the lifting/rigging, transportation and installation of a newly fabricated gallery conveyor measuring 314 feet in length.

in the center were removed and the set positioned at the back started maneuvering to align the bridge for the final lifting operation. The bridge was hydraulically lifted to the designed height. The bridge

tower and moved it to the installation area. At the end of the bridge, Fagioli connected lifting beams provided with four strand jacks (50-ton capacity each) which would be then used for the final lifting activity. It was necessary to use additional support plates at the extremes of the beams so the fixed anchors and strand jacks could fit properly on the structural beams.

Fagioli planned three nights for road closures. On the first, SPMTs moved the bridge in less than 30 minutes. On the second, Fagioli prepared an additional 6 axle lines SPMT positioned onto 120 timber crane mats. The SPMTs positioned

was then connected to the strand jacking system positioned at the extremes of the beams under the heavy item. The strand jacking system lifted the bridge. On the last night, the bridge was lifted to its final elevation.

Riverside rigging

Oxbo Mega Transport Solutions was appointed by JH Kelly Industrial Contractors with the lifting/rigging, transportation and installation of a newly fabricated gallery conveyor measuring 314 feet long, 12 feet wide, 16 feet tall and weighing nearly 250 tons. The project was

located along the Oregon/Washington lower Columbia River in December 2023.

At the fabrication facility, the Oxbo team elevated the structure 15 feet to prepare the unit for the installation of the fabricated steel fixtures. The crew utilized SPMTs to lift the galley and followed up with a blocking system. The conveyor was remotely driven onto a barge using 28 lines of Oxbo's Goldhofer PST/SLE modules. The crew needed to maneuver the gallery from the offshore barge between two fixed towers with less than 6 inches of clearance. Then, the onshore end of the gallery was passed to a 300-ton derrick crane to assist in positioning atop a work bridge.

The onshore end of the gallery was required to be lifted approximately 24 feet above an already elevated foundation built into the side of the approach to the river. This final elevation would allow the permanent "kickstand" to be installed.

Heavy transverse beams were installed atop the foundation to support Oxbo's modular truss system. The 400-ton gallery was then lifted 10 feet using the 400-ton gantry in a long rigging configuration so it could be temporarily supported and re-rigged. ■

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The spin on wind

Hauling wind components has become a specialty of heavy haul companies throughout North America. Trailer manufacturers have made it easier to get involved in this business by producing trailers and transport systems designed specifically for hauling wind components. Blade haulers have become especially useful in handling and transporting these ever longer and fragile windmill pieces.

“When the expansion of wind energy accelerated in the early 2000s, TII Scheuerle was already equipped with suitable transport solutions for the wind turbines of that era,” said Thomas Ziegler, head of sales for the specialized transport division of TII. “The modular heavy-duty vehicles, InterCombi and K25, provided optimal flexibility due to their modular construction, including associated decks.”

Larger and heavier

But technological advancements in wind turbine manufacturing have resulted in increasingly larger and heavier components, further complicating their transport.

“This evolution necessitated specialized equipment to handle these components while considering existing infrastructure constraints,” Ziegler said. “Today, we offer flexible specialized transport solutions for the largest rotor blades on the market with the BladeLifter for the ‘last mile,’ and the Rotor Blade Transport System (RBTS) for long-distance transport.”

Goldhofer is also a pioneer in the wind hauling market, according to Philipp Grosse, marketing director. Goldhofer’s wind transport solutions are in use in countless applications around the world.

“We’ve been designing [wind trailers] since the first generation of wind turbines,” Grosse said. “We maintain good relationships with the component manufacturers, which has given us a technological edge, particularly with the FTV 300, the first blade transporter.”

Grosse said the market is highly

Purpose-designed trailers for wind farm components are gaining traction in the ever-evolving wind industry.

technical and requires a great deal of know-how and expertise.

“Although it may not seem so at first glance, the components of wind turbines are extremely sensitive and a challenging load due to their usually enormous dimensions,” he said. “The different cargoes each require special transport solutions, meaning that there are only a few ‘one-stop providers’ on the market.”

The blades of wind turbines are extremely long and extremely sensitive, Grosse said.

“For narrow mountain roads, urban journeys or wooded sections, Goldhofer has developed extremely flexible transport systems that can cope with even the most difficult types of passages,” Grosse said. “For high-quality components with sensitive technology, various vehicle types, such as our variable lowloader trailers and heavy-duty module combinations are utilized. You have to be able to completely trust your equipment in order to transport these components safely.”

A TII Scheuerle SPMT system is used in the placement of a nacelle at an offshore wind staging facility.



Seventy-seven meter long blades are transported on a narrow passages using the Goldhofer FTV 850.



XL Specialized first started providing trailer solutions for the wind industry in 2009, according to Shane Michelson, director of sales.

"At XL, we have trailers specifically designed to transport each part of a wind turbine," Michelson said. "The Lightweight 13 axle is a perfect solution for hauling the nacelle, the Blademate hauls blades and the Towermate moves the towers. XL is known for designing trailers specific to the customer's loads, and our trailers for the wind energy market are no exception to that."

The Faymonville Group has also been

Trail King's front and rear Schnable goosenecks are engineered to be lightweight, but can handle increasingly heavy wind components.



varying terrains, including difficult-to-access wind farm locations."

The wind market has proven to be turbulent over the years, with the main subsidy support in the U.S. coming from federal production tax

credits, according to Trail King's Hanten.

"[This] can cause a major downturn in the market or a major uptick, depending on timing," Hanten said.

Following is an overview of various wind hauling trailers on the market today.

TII Scheuerle

The Scheuerle RBTS consists of a 2-axle jeep dolly together with a free-turning device and a 4-axle trailing unit. It is also possible to mount the free-turning device directly on the truck tractor. The lift of up to two meters in the free-turning device is also large enough to accommodate obstacles such as surface unevenness and bumps in the road.

The trailing unit combination can handle bends that cannot be mastered with a telescopic semi-trailer without having to remove any infrastructure, such as crash barriers. The RBTS can transport rotor blades up to more than 100 meters long.

"Given that the rotor blades of increasingly more powerful wind turbines are becoming ever larger, the RBTS is also a particularly future-proof solution," Ziegler said. "Assembly of the wind blade is carried out according to the plug-and-play principle. With the help of a special lifting device, the wing root is comfortably picked up from the ground. The quick-coupling solution is comprised of the free-turning device along with the root adapter and a root frame that is connected to the blade root. This frame can then be secured to the free-turning device in next to no time with the help of the adapter. A clamping device on the trailer unit is used to fix the tip of the rotor

designing wind trailers for many years.

"The wind energy business is a highly volatile market, and wind power projects are often dependent on political decisions," said Thomas Blaise, product manager at Faymonville North America. "Today, the expansion of renewable energies is a key issue, and the number of these projects is growing worldwide. We build trailers that are as appropriate and suitable as possible for the special loads demanded by the market, blades and tower [sections]. All our trailers are optimized in terms of weight, length, utility and the like."

American manufacturer Trail King identified wind as an emerging market in the early 2000s.

"In 2002 the EFX was launched, and since that time we have sold over 350 EFX trailers," said Ty Hanten, vice president of sales and marketing. "In 2003, a hydraulic double Schnable system was designed to haul the tower sections, which eventually led to being able to load and unload without the use of a crane."

The market for wind component trailers ebbs and flows.

"The market for trailers specifically designed for hauling wind components is characterized by a high demand for specialized, robust and versatile transportation solutions," said Ziegler at TII. "As wind turbines grow in size, the components such as rotor blades and tower segments require transport equipment that can handle their increasing length, weight and fragility. The market is driven by the continuous advancements in wind turbine technology and the need to transport these large components over



Faymonville's 9-axle HighwayMAX was designed to cut down on set-up time prior to loading and to reduce empty weight to increase payload.

The Faymonville TeleMAX is available as a triple or four-time extender and is ideally suited for wind blades as well as any other extremely long cargoes.

blade into position. It can be adapted to accommodate rotor blades from other manufacturers."

The fourth generation of the BladeLifter will be able to accommodate future rotor blades with lengths of more than 100 meters, especially in connection with the quick-change system and the ability to swivel and lift over obstacles. The maximum load moment of 900-meter tons can be used over the complete set-up angle of 60 degrees so that even heavier or longer rotor blades can be transported efficiently.

Scheuerle's SPMT system and K25 modules are also well known in the wind industry.

Faymonville Group

Faymonville's 9-axle HighwayMAX is a beneficial highway trailer for cutting down on up time prior to loading and to reduce empty weight to increase payload. It is a mainstay in wind energy projects in the U.S. With its legal payload of more than 174,000 pounds at 20,000 pounds per axle, and a technical payload of more than 249,000 pounds, the HighwayMAX becomes a real workhorse, Blaise said.

Faymonville has developed a flatdeck trailer that is ideal for long and bulky blades. The TeleMAX is available as a triple or four-time extender and is suited for wind blades as well as any other extremely long cargo. TeleMAX trailers

The XL Blademate can be adjusted to fit several sizes and brands. XL's extendable technology creates a hassle-free extension for the telescoping trailer beams and pullout bumper, the company said.



were designed to be versatile and easy to use. Beyond the front extensions, the non-load-bearing pull-out, at 24 feet in length, permits a longer overhang, Blaise said.

Goldhofer

The latest generation of tower transporters from Goldhofer is the RA 2-110, which can transport tower sections with a weight of up to 110 tons and a diameter of up to 6.8 meters. The extra payload comes from the combination of a front bogie in the form of a four-axle dolly with pendulum axles and a heavy-duty THP/SL-S (285) module as the trailing dolly.

In 2020, Goldhofer further advanced the concept of the load functioning as the connecting element between the tractor unit and the trailer, with its BLADES blade hauler used in combination with a self-tracking trailing dolly.

Narrow passages can be navigated with blades longer than 100 meters. For the return trip, the combination can be operated as a semitrailer, with the trailer coupled to the free-turning device.

Goldhofer's ADDRIVE with the FTV 850 blade carrier was introduced in 2023. The vehicle combines the advantages of a towed heavy-duty module with those of a self-propelled module. With its tractive force, it supports the tractor unit up to a speed of 31 mph. The driven axles are then disengaged automatically and can be re-engaged at lower speeds while driving. The ADDRIVE 2.0 is a cost-saving

solution when switching from the support function on a public highway to working as a purely self-propelled vehicle for the final off-road section of the route.

XL Specialized

Iowa-based XL Specialized produces the XL Towermate, the XL Blademate and the XL Lightweight 13 Axle.

The XL Towermate hauls wind turbine towers and is equipped with a gooseneck and dolly design. Traversing uneven terrain and efficient hooking and unhooking are made possible by the Towermate's Cheater-style hydraulic gooseneck.

XL's precision-machined telescoping Schnable can help mount the front of the tower and the self-steering rear dolly, allowing the tower to ride with its cradles and strapping points.

The XL Blademate is available in a four-beam design, and can come with a hydraulically-operated self-steering system or a bump-steer option. Both allow manual maneuverability around obstacles.

The XL Lightweight 13 Axle carries wind turbine nacelles using a multi-axle combination of a Jeep, Mechanical Gooseneck Trailer and a Booster. The trailer can carry up to 170,000 pounds in 10 feet concentrated. The Lightweight 13 features a main deck that ranges from 10 feet wide to 30 feet long, as well as a detachable wheel area for additional deck sections if needed.





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A host of challenges have given the lattice boom crawler crane market fits and starts in 2024. **D. Ann Shiffler** reports.

Strong

The market for lattice boom crawler cranes is strong *and* skittish. How can it be both?

According to executives with the major lattice boom crawler manufacturers, the market is facing a lot of challenges, although there's plenty of work and large projects on the horizon. Crane companies report healthy backlogs and a steady influx of customers calling for quotes.

Some contend that the market is flat because it's a presidential election year. National politics and the related rhetoric give crane buyers a reason to delay their purchases. It creates discord and a "let's wait and see" environment.

"The current market is somewhat slower than the past few years, but based on customer feedback, we may have a strong finish to the year and an improvement in 2025," said Jim Jatho, product manager for lattice boom crawlers at Liebherr USA. "The offshore wind market was thought to be the next big draw for crawler cranes, but has lagged behind expectations. People within this industry are cautiously optimistic that there will be a turnaround. Onshore wind has been slower than expected, but should return in the second half of this year."

Fleet refresh

Jatho expects the market to get better over the next year because he thinks more large-scale projects will come to fruition. For Liebherr USA, the 700-ton capacity LR 1700-1.0 is the crane of choice, Jatho said, "because it's the perfect fit between our retired models, the LR 1600/2 and LR 1750, which combined for over 400 units sold worldwide. The 1700-1.0 is a strong machine for both wind and industrial use, and will likely be a top seller for many years to come. Large scale microchip plants have absorbed significant amounts of these cranes, and it looks like this market will not be slowing down anytime soon."

The first Liebherr crawler was delivered in the U.S. in 1977, but Jatho said it was not until 1994 that Liebherr USA started selling crawlers in significant quantities in North America.

Conversely, Link-Belt has been a player in the lattice boom crawler market for more than a century. The company is



celebrating its 150th anniversary this year.

Despite challenges like interest rates and tight financing, Brian Elkins, lattice boom crawler product manager at Link-Belt, said the market is growing, mainly due to the infrastructure bill and renewable energy projects.

"Crane rental fleets are being refreshed in response to the demands of modern technology and safety requirements," he said. "The overall supply chain is improving, helping manufacturers deliver cranes in a more timely manner. But the crawler crane market faces several challenges, including economic uncertainty, supply chain disruptions and stricter regulatory compliance. As an OEM, we must progress with technological advancements and the strong market competition. Additionally, finding skilled labor to operate and maintain these advanced cranes can also be a challenge."

But for the most part, Link-Belt believes the market should remain stable over the next year. Elkins said Link-Belt's range of crawler cranes has seen an increase in demand across the board.

Liebherr LR 1700-1.0

CAPACITY: 700 metric tons
LUFFING JIB: 12 to 96 meters
MAIN BOOM: 30 to 165 meters

Link-Belt 348 Series 2

CAPACITY: 300 tons
FIXED JIB: 40 to 140 feet
LUFFING JIB: 100 to 240 feet
MAIN BOOM: 70 to 300 feet



and skittish

“The demand for the new 218|V has been strong since its ConExpo 2023 launch, as its size offers great versatility on the jobsite and when moving,” Elkins said. “Our 200 to 300-ton capacities have been in high demand for the last several years, and our newest luffer design has positively impacted larger-model sales.”

The driving forces in the market are infrastructure, bridges, roads and renewable energy projects, he said.

“Customers are seeking crawler cranes that have a strong lifting capacity and reach combined with advanced maneuverability and reliability,” Elkins said. “Link-Belt Crane customers love the simplicity of our cranes’ self-assembly capabilities.”

A special market

Kobelco started selling crawler cranes in North America in 1992 with the delivery of a 55-ton CK 550.

“Currently, the market is strong and very competitive,” said Jack Fendrick, COO and

vice president of Kobelco Construction Machinery USA. “The demand for the 110-ton, 200-ton and 275-ton cranes is very strong. We believe this market still has legs, but the presidential election will determine how long.”

The crawler crane market is special because of the caliber of the people who work in this sector, Fendrick explained.

“It is the best industry in the construction world because most of our customers are self-made individuals,” he said. “They earned their position through hard work, sacrifice and grit. We love working with them.”

Reliability and support are the two most important things in deciding which lattice boom crawler to purchase, Fendrick said.

“Our customers simply want a partner who cares about their success,” he said.

General construction is the hottest market segment, according to Fendrick. He also pointed to a particular challenge for all OEMs – workforce development.

“Finding young talent with a hard work ethic is a constant challenge,” he said.

For the past 99 years, Manitowoc has been selling lattice boom crawler cranes, introducing its first model in 1925.

Like Fendrick, Kevin Blaney, vice president of crawlers at Manitowoc, terms the market as “very good overall.”

“In my 20 years at Manitowoc, there have been periods of both strong and slow market conditions,” he said. “Currently, the market is as good as I can remember. What’s unique is the long-term optimism among people. In the past, confidence extended only six or 12 months into the future, but now people are talking about years instead of months. This is the first time I’ve experienced this kind of situation.”

The 300-ton-size class has become the crane industry workhorse, Blaney said.

“The M-250, a 250-ton crane, was introduced in 1992, and at that time, people thought it was a huge crane,” he said. “However, over time, the 300-ton crane has become the norm. Anything from 275 to 350 tons is now considered the workhorse size, and it can be used for just about any project. Previously, cranes of this size were only purchased for specific jobs, but now they have become a



Kobelco CK1 100G-3

CAPACITY: 110 tons
MAXIMUM BOOM LENGTH: 200 feet
MAXIMUM BOOM PLUS JIB LENGTH:
190 feet plus 60 feet

standard part of many crane fleets. When customers are given larger tools, they will find new ways to use them, and that’s exactly what has happened with these cranes.”

Long-term optimism

Long-term optimism is being driven by so many megaprojects, Blaney said.

“Apart from the traditional everyday work, there are so many big megaprojects, such as chip manufacturing facilities, semiconductor and lithium plants and LNG plants that are either going on or proceeding in the near future,” he said. “That’s what’s consuming a lot of work and feeding long-term optimism.”

Blaney said cranes below 250 tons capacity need to be simple, reliable, easy to transport and competitively priced.

“Above 300 tons, features like the Variable Position Counterweight (VPC)





Manitowoc MLC300

CAPACITY: 386 tons
FIXED JIB LENGTH: 137.8 feet
LUFFING JIB LENGTH: 315 feet
MAIN BOOM LENGTH: 334.6 feet

technology set our cranes apart from the competition,” he said.

‘Fit and finish’

Tadano America’s Allen Kadow characterizes the market as “pretty level but not great.”

Kadow cited the election year as problematic and the main reason for the flat market. Although Tadano still fields “a decent number of quotes,” things won’t be better until after the election, he said.

Tadano has been in the lattice boom crawler market since 2019 when the company acquired the Demag brand from Terex. The biggest challenge for Tadano is that it only makes lattice boom crawlers in the higher tonnages.

“We just do big cranes, 400-ton capacity and up,” he said. “Sales of these cranes are truly project driven. For now, the 400 to 700-ton segment of the market isn’t as big as the 250 to 300-ton class.”

Some rental houses have 700-ton cranes sitting in the yard, waiting for projects to kick off. “We just have to keep our ear to the ground and make sure we are getting in on every deal,” Kadow said.

The turn around for this segment of the market will likely take time, he said.

“We think it’s going to stay flat for a bit,” he said. “If interest rates come down and money becomes easier to get, then the bigger projects will ramp up again.”

All of Tadano’s lattice boom crawlers are

built in its Zweibrücken, Germany factory.

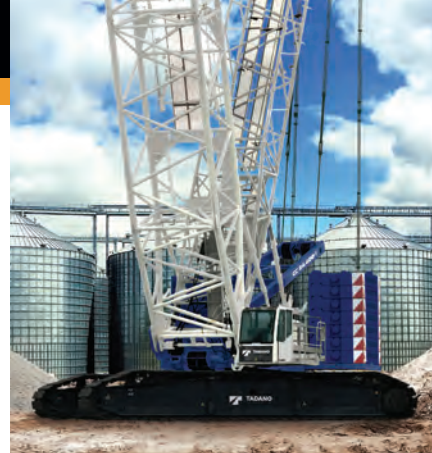
“Right now, most of our quoting is for 400 and 650-ton cranes – those are the CC 24.400-1 and the CC 38.650-1,” Kadow said. “The wind market has gone a little flat, but there’s still a lot of work in petrochemical, tilt work, standard commercial structures, stadiums and infrastructure.”

In terms of what customers are looking for in a lattice boom crawler, Kadow said it’s “fit and finish. They need good quality machines that are reliable and have ready access to parts and service. You can line up six different 600-ton cranes, and they can all do the job. But good quality and reliability, plus parts and service access are



Tadano CC 24.400-1

CAPACITY: 440 tons
FIXED JIB LENGTH: 39.4 to 118.1 feet
LUFFING JIB LENGTH: 78.7 to 275.6 feet
MAIN BOOM LENGTH: 78.7 to 413.4 feet



Sany America SCA2600A

CAPACITY: 300 tons
FIXED JIB LENGTH: 42.7 to 137.8 feet
LUFFING JIB LENGTH: 68.9 to 206.7 feet
MANI BOOM LENGTH: 65.6 to 301.8 feet

what customers are looking for in the end.”

Kadow does see a bright spot ahead for larger crawlers, in the sustainable energy sector, but not necessarily wind.

“There’s a big drive for solar and battery technology,” he said, “especially battery technology. Batteries work when the wind isn’t blowing and the sun isn’t shining.”

Another trend Kadow sees is that cranes are lasting longer because of better technology and more preventive maintenance.

Assets lasting longer

“Owners are keeping their machines in better shape for longer,” he said. “Back when cash was at 0 percent, it was easy to buy a new crane. Today, owners are making their assets last longer.”

Sany America is seeing increased demand in the 300-ton and above market, according to Joel Hicks, product manager.

“Customers want to be able to use one crane for multiple projects to conserve transportation costs and maintain space requirements,” he said. “Pre-cast construction and infrastructure work are ramping up while oil work is slowing down. Customers are extending the life of older machines while delaying the purchase of new machines due high interest rates and tight financing. Project delays and political uncertainty also factor into the equation.”

The latest generation of Sany crawler cranes were introduced to the North American market in 2021. The 300-ton SCA2600A is Sany’s most popular crawler model, Hicks said.

“Value, after-market support, job versatility and quality are most important to Sany customers,” Hicks said.

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Flexible lifting

Over the past decade, articulating cranes, also known as knuckle boom cranes, have been gaining in popularity as users begin to understand their attributes.

“One of the biggest drivers is the growing awareness of the benefits of knuckle boom cranes we are seeing from traditional North American telescopic or stiff boom crane users,” said Greg Sneek, product manager, articulating cranes, Palfinger North America. “These operators see the benefits of higher payloads, greater reach, the ability to work in confined spaces and the efficiency of quick set-up times.”

Sneek said Palfinger has seen pent up demand in several industries like building materials, tree removal and general infrastructure maintenance.

Enhancing productivity is the key to these machines, according to Scott Whitaker, sales director, Manitex PM.

“The ability to precisely place materials through windows or on roofs, spot place material or equipment on the ground, and the ability to place loads under overhead obstructions makes them increasingly popular,” Whitaker said.

“Being able to have the crane on the delivery truck makes the truck extremely useful also. Radio remote control operation means the operator can be at the delivery point operating the crane and takes away having to have multiple people at deliveries.”

Whitaker said the North American articulating crane market has been growing steadily over the past 10 years. Sneek agreed, but said the market has recently shown a few signs of instability.

“This is primarily due to chassis availability and installation capacity constraints in segments of the sales channel,” Sneek said. “Increases in interest rates and

Over the last decade, the market for articulating cranes has steadily increased. **D. Ann Shiffler** reports.

The new PM 70.5 has the Smart Winch system that is designed to keep the boom from two-blocking and allows the operator to focus on winching and elevating.



inflation [are other factors]. History tells us an election year in the U.S. often brings delayed consumer spending. Between this hesitancy and residual supply chain issues, we predict pent up demand from the last few years moving into late 2024.”

Demand for this class of crane has grown due to users discovering the nuances of what they can and can't do with articulating cranes. Whitaker said the key is knowing the correct size for the application.

“The way I would size

a crane for someone would be what is the maximum weight you would like to pick up and how far out do you need to set it down?” he explained. “For instance, a precast company makes a 25,000-pound septic tank and wants to place it 20 feet away. I pick the crane that will do that and then size the truck accordingly. A monument company that sets headstones wants to place 4,000-pound markers at 15 feet and stay on a Ram 5500 chassis.

“I have seen crane sizes increase every year because nothing is getting lighter and everybody wants to reach further,” Whitaker continued. “Another attribute would be the ability to fold out the way of the body for full loading of the body. They are designed to lift a heavy load and rotate the load and set it down for a minimum of 200,000 load cycles without any structural breaks. Through [sophisticated electronics

The patented tear-drop P-Profile boom makes the boom extension system of Palfinger's TEC range rigid and lightweight for more load stability and better mileage.

systems], articulating cranes have the ability to fold themselves up with the touch of a button."

The capacities with the highest interest are in the 50,000 to 330,000 foot-pound (20 to 45-meter ton) range, Sneek said.

"Palfinger offers a wide scope of knuckle boom cranes that meet user application requirements from 10,000 up to more than 1-million-foot pounds."



Palfinger TEC series

Palfinger's TEC series is the latest generation of its premium technology knuckle boom cranes. With wide outreach, maximum lifting power and innovative features, the TEC series offers a range

of comfort functions and intelligent assistance systems to support operators with precision lifting tasks, Sneek said.

The patented tear-drop P-Profile boom makes the boom extension system rigid and lightweight for more load stability and better mileage, Sneek said. The P-Fold assistance system and Leveling Assistant let the operator unfold and stabilize quickly with HPSC as well as Memory Position, which stores and recalls up to four crane positions through the PALcom P7 remote control.

"Palfinger has simplified operation with one-lever Crane Tip Control, the intelligent system Rope Tension Control, and Synchronized Rope Control for consistent performance," Sneek said.

PM Group 65 series

Last spring, Manitex PM started the first deliveries of its PM 70.5 SP articulated truck-mounted crane in Europe. The 70.5 SP is the latest enhancement to PM Group's 65 series of articulated cranes with applications for the global market, Whitaker said.

"The 70.5 SP is multi-industry capable, serving heavy industrial, infrastructure, concrete and general construction," he said. "The new offering will be available in North America next year."

The PM 70.5 SP has a capacity of 59.4-ton meters and can be installed on a 32 or 44 metric ton chassis. It has a maximum capacity of just over 13 metric tons at a radius of 4.55 meters. The maximum tip height is 34.8 meters with a capacity of 580 kg, which it can also handle at the maximum radius of 31.6 meters. It has a maximum eight-section boom and seven-section jib, which can be raised by 20 degrees above the horizontal boom.

The PM 70.5 SP comes with the "Smart Winch" feature that synchronizes winch operation with the telescopic boom and jib. This allows the operator to focus on the boom elevation and telescope. This model also features the auto-folding feature than can be operated by remote control.

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Houston soiree

Wolffkran hosted an engaging open house and product demonstrations in Houston, showing off its new North American digs.

D. Ann Shiffler reports.

Wolffkran pulled out all the stops on a hot and humid day on the last day of May, presenting its new North American headquarters in Houston, Texas. As well, Wolffkran is celebrating its 170th anniversary, quite the milestone for a company that has significantly influenced the development of crane technology since it was founded in 1854. The company, its suppliers and customers had a reason to celebrate.

Industry leaders

More than 80 attendees made the trek to Houston to visit with the Wolffkran leadership team and

>40

Wolffkran leaders, including Dr. Peter Schiefer, Duncan Salt, Tony Cappellaro and Michael Herget, were on hand to show off the company's new U.S. facility, product line and tower crane operating accessories.





More than 80 tower crane professionals visited Wolffkran's new Houston, Texas facility. A host of product demonstrations were presented, and a Cajun-themed lunch was served.

enjoy a Cajun-style lunch including crawfish and all the trimmings.

Several product demonstrations kept the crowd engaged throughout the morning.

e-Power International showed off its hybrid P-grid power unit. Billed a game-changer in terms of tower crane operation, the power unit is a plug-and-play system that allows for battery and generator operation. If more power is required, the generator power kicks in. It features a Dief control system that constantly monitors power levels to determine the best power scenario for the tower crane. As pioneers in power generation, e-Power is leading the way in innovation and sustainability, company representatives said.



The Vita Load Navigator was demonstrated, showing how the load control device can make jobsites safer and more productive.

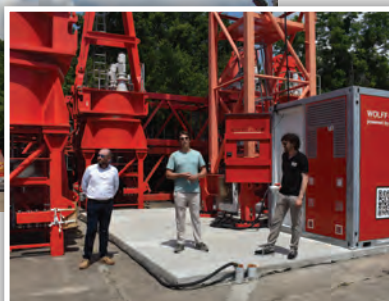
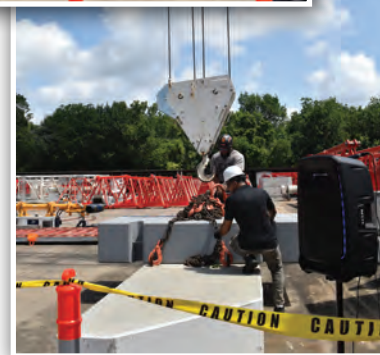
Demonstrations galore

Wolff Onsite rents and sells tower cranes and construction accessories, including energy and power equipment, lifting and handling gear, cages and carriers,

security and detection devices, radio equipment and training. Wolffkran displayed its new operator cab, and demonstrations were performed using a Wolff Model 7534 Clear unit.



Product demonstrations included operation of the Wolff Model 7534 Clear, e-Power International's P-grid power unit, Vita Industrial's Vita Load Navigator and other rigging gear sold and rented by Wolffkran's Wolff Onsite division.





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Live from Liebherr

2024 marks the 75th anniversary of The Liebherr Group, as well as the return of Customer Days.

Held on June 11-13, some 3,000 North American and international customers and press were invited to attend the crane event at the company's new Berg location. When we received the media invitation, I volunteered to dust off my passport and head to Germany. I hadn't been to a Customer Days since 2018.

To kick off the day, attendees were treated to a mesmerizing display that can only be likened to a choreographed dance. Liebherr operators showcased a variety of crane models in an intricate performance. Mobile cranes weaved in and out in a mesmerizing waltz as crane operators wowed the audience. The finale featured a tandem lift of a rough terrain driven onto a lattice boom section that required changing the center of gravity in three axis.

Customer Days also set the scene for the world premiere for Liebherr's new 6-axle LTM 1400-6.1. The LTM 1400-6.1 has a 70-meter (230-foot) telescopic boom. The new crane is the successor to the LTM 1350-6.1. Like its predecessor, the LTM 1400-6.1 is now the smallest crane with

Hannah Sundermeyer

reports from the 2024 Liebherr Customer Days in Germany.



The 2024 Liebherr Customer Days was held at the company's new Berg location in order to avoid halting production at the Ehingen factory.



Liebherr USA's Beau Pocock poses with the new LTM 1400-6.1 decked out in a celebratory 75th anniversary wrap.



The finale of Liebherr's crane show featured a tandem lift of a rough terrain that required changing the center of gravity in three axis.



Attendees also had the opportunity to get behind the wheel of the LTC-1050 3.1E, featuring an electric drive.

Top-tier travels

Nearly 100 North American attendees of the 2024 Customer Days were treated to a variety of sightseeing opportunities in both Austria and Germany. The Interpalpen Hotel-Tyrol, owned by Liebherr, served as a five-star stomping ground tucked amidst the Swiss Alps. There was no shortage of pretzels, hearty beers and other German fare as guests enjoyed everything the lavish destination had to offer.

"I think they did a great job giving us a truly memorable and entertaining experience, while also showcasing why we were all there," said Sam Harper, operations assistant, Budrovich Contracting. "From site seeing, to mountain hut dinners, to cranes on cranes on cranes, there wasn't a shortage of excitement. From one day to the next, it was evident Liebherr wanted to show us their passion and show us how much they care. It won't be a trip I soon forget."

Attendees also had the opportunity to explore Innsbruck, the capital city of Tyrol, as well as a tour of 19th-century Neuschwanstein Castle, former residence of the "Mad" King Ludwig II of Bavaria.

While it was hard to say *Auf Wiedersehen* to such an amazing adventure abroad, ACT is certain Liebherr will have many more exciting launches in the near future.



Y-guying capacity enhancement. However, the LTM 1400-6.1 boasts higher lifting capacities than the LTM 1350-6.1.

Attendees also had the opportunity to get behind the wheel of the LTC-1050 3.1E, featuring an electric drive, along with testing out the new LICCON3 control system. Liebherr also unveiled a new and improved version of the CraneFinder app, now available for smartphones and tablets. The software aids in finding the right crane and configuration for a specific load. Upgrades include new integrated features.

Staggered throughout the day, visitors were also treated to an in-depth tour of the Ehingen factory, located a short distance away from the Berg repair center, which famously manufactures a wide assortment of mobile and crawler cranes.



The day concluded with an impressive drone show paired with an incredible musical and dance performance.



Customer feedback

Ideal Crane Rental's Kristin Chose enjoyed Liebherr Customer Days 2024 said her favorite part of the day was the factory tour in Ehingen.

"It was very interesting to see where our LTM cranes are built," said Chose. "The product show was also impressive, and we enjoyed seeing the new innovation Liebherr has to offer."

She attended with her brother Kurt Kalhagen, who also works for Ideal, a family-owned company that has been in operation for over 50 years.

"We appreciate Liebherr as a family-run company. We have a wide variety of Liebherr cranes in our fleet and they continue to offer impressive, reliable products."

Colby Milward, vice president of

operations for Oklahoma-based Southern Lifting and Hoisting, attended Customer Days with his wife Megan.

"The Liebherr Group continues to bolster its reputation as the leader in the crane world, showcasing innovation and engineering excellence at Customer Days," Milward said.

Shane Dooley, field operations manager for Alaska Crane, echoed Milward's sentiments.

"It's amazing to see the progress that Liebherr has made over the years, and moreover, the broad customer base that Liebherr has," he said. "I look forward to seeing the imprint Liebherr leaves in the industry moving forward."



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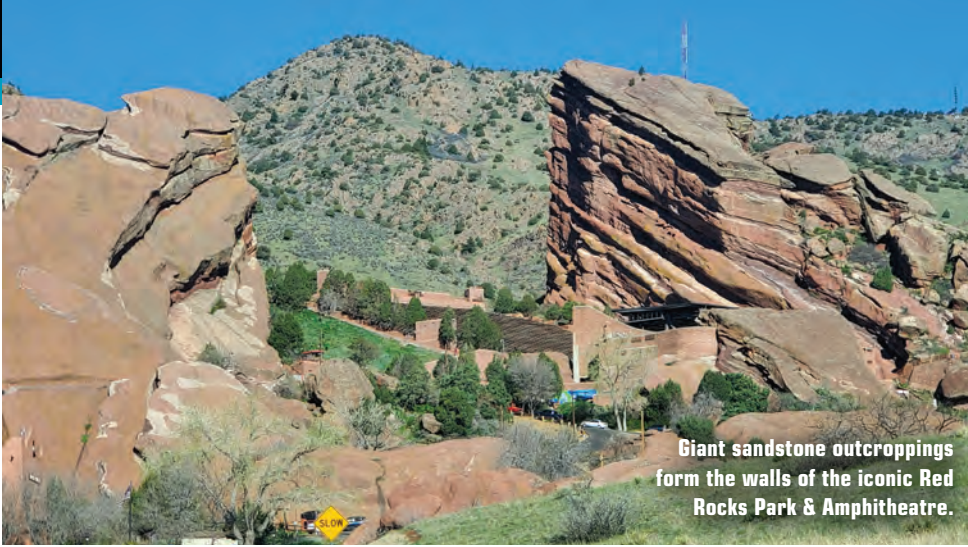
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Giant sandstone outcroppings form the walls of the iconic Red Rocks Park & Amphitheatre.

A Maeda MC815 was the ideal crane for an job at the Red Rocks Park & Amphitheatre.

A command performance

Known as one of America's best entertainment venues and designated a National Historic Landmark by the National Park Service, the Red Rocks Park & Amphitheatre is a national treasure. Located in Morrison, CO, Red Rocks is legendary.

The Beatles performed at Red Rocks in 1964, and the venue has hosted concerts by James Taylor, Neil Young, Sonny & Cher, the Carpenters, Carole King, Jimi Hendrix, Rush, the Grateful Dead, Stevie Nicks and Kenny Chesney to name a few.

What makes Red Rocks so unique is the giant sandstone outcroppings that form the walls of the amphitheater. The geological "fountain formation" was deposited some 280 million years ago. In the early 1900s, a local visionary set up a makeshift stage among the rocks for a famous opera singer. After the first concert, Red Rocks was said to be "acoustically perfect," and musicians have loved playing there ever since.

Over the past couple of years, Red Rocks has been amid several improvements, including stormwater management and visitor center enhancements, which have involved the erection of a steel canopy over the restaurant. Key to the success of steel canopy erection was a Maeda MC815 crawler crane that was rented for the six-week job.

"The MC815 was selected because of its ability to travel in on the paved surface on its bolt-on rubber track pads and hoist in limited access areas," said Randy Hoffman, business development manager for Preston Rentals in Englewood, CO.

The crane was used to hoist steel beams



The MC815 was selected because it could travel in on the paved surface on its bolt-on rubber track pads, rapid set up and ability to hoist in a limited access area.

utilizing a below-the-hook beam clamp. The steel erection contractor was able to hoist and precisely position the beams in place quickly and efficiently.

"This crane was tailor-made for the project," Hoffman explained. "There would have been no way to get a large crane in there."

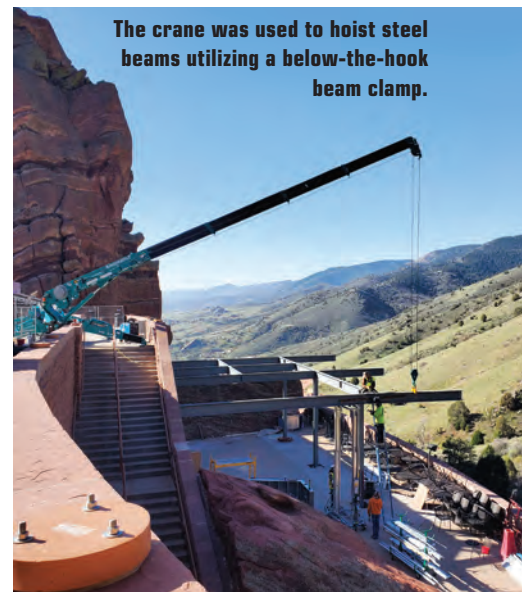
Perfect solution

The contractor had rented from Preston Rentals before and knew that the Maeda MC815 was the perfect solution for the job at hand. With a maximum capacity of 17,800 pounds and a maximum lifting

The Maeda mini crawler assisted with the erection of a canopy over a restaurant at the historic venue.



The crane was used to hoist steel beams utilizing a below-the-hook beam clamp.



height of 64 feet 3 inches (83 feet 6 inches with the optional fly jib), the crane has a maximum working radius of 61 feet 6 inches. The crane has a pick and carry capacity of up to 2,400 pounds, and features wireless remote control and front and side view cameras.

"Once you operate this crane you realize what it can do, and you find all kinds of jobs for it," Hoffman said. "We rent and sell the Maeda line of cranes. They are the best and easiest to operate in the industry."

Maeda America and its dealers are leading the way in mini-crane safety and technology, he said.

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The internship advantage

In recent years, there has been a noticeable shift in the expectations of younger workers when it comes to internships. Especially within industries like construction and transport, where the quality, long-term worker pool seems to get more shallow by the day, entry-level professionals are seeking more from these opportunities than ever before.

But leaders in these industries can use that to their advantage. Internships have also transformed into vital stepping stones for career development rather than mere resume fillers. Younger workers want hands-on experiences that provide practical skills and insights into chosen

fields. They crave mentorship from seasoned professionals who can offer guidance and support as they navigate the complexities of the workplace.

And companies in the construction and transport spaces who are willing to both understand and embrace younger workers' desire for meaningful work and purposeful careers – even as evidenced by their internships – will almost certainly position themselves ahead of their competition in the ongoing race for next-gen employees.

Adapt and train

To put a finer point on it, Gen Z is expected to make up almost 30 percent of the workforce by 2025. To recruit and retain this emerging talent pool, your internship program must adapt to include career growth opportunities or training, highlight your company's positive organizational culture and provide them with meaningful work.

Additionally, an emphasis on networking cannot be overstated. Younger workers recognize the importance of building relationships and connections early in their careers. Internships offer valuable opportunities to network with industry professionals, potentially opening doors to future opportunities within the company.

Flexibility is another key aspect younger workers seek in internships. With the rise of remote work and flexible schedules, they appreciate internships that allow them to balance work with other commitments such as education or personal pursuits.

Essentially, internships are no longer seen as temporary gigs but rather as integral parts of career development. Employers who understand and adapt to the evolving needs of younger workers stand to benefit by attracting top talent and fostering a pipeline of skilled professionals for the future.

Remain competitive

Having a formalized intern program not only benefits interns, but it also allows your company to have some sense of

control over the impact you're making on intern development – as well as help shape your interns' professional skills in a more structured environment. And remember, word spreads. If developed in a way that proves your organization is willing to invest in employee evolution, your program will undoubtedly gain attention, hopefully traction, among the exact audience you're trying to attract and ultimately retain.

Some things to consider if your internship program is in need of an upgrade: Define your objectives and goals; Develop a structured curriculum; Select qualified mentors; Recruit and select interns; Figure out the compensation/benefits piece; Implement consistent monitoring and evaluation; and set about fostering a positive, supportive work environment that values communication, learning and development.

It's also extremely important to assign someone to facilitate your company's intern program. This should be someone to serve as an organizational cheerleader, someone with a passion for career growth with know-how and bandwidth to show interns the path forward at your company. This person could be on your HR team, could be hired specifically to manage your intern program or could be added to an already-existing employee's responsibilities.

At the end of the day, developing a robust internship program holds substantial value for any organization, especially those in the trades – offering a range of benefits that extend beyond immediate staffing needs. By fostering a culture of continuous learning and development, companies can secure their long-term success and remain competitive in an ever-evolving market.

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Built to buy in



Recent SC&RA safety winners commit to proven culture.

In the world of crane, rigging and specialized transportation, safety isn't just a priority – it's the cornerstone of every successful endeavor. Recognizing this, industry leaders within SC&RA have long championed a culture of safety, continuously striving to elevate standards and mitigate risks.

As an acknowledgment of these efforts, the Association recognizes its member companies as well as individuals each year with an assortment of safety awards that serve as both a celebration of achievement and inspiration for the entire industry. These accolades not only honor exemplary performance, but also reinforce the fundamental principle that every individual's wellbeing is paramount – and every company's commitment to safety is also a pledge to making themselves and the industry better.

Leaning in

NexGen Transportation, out of Acheson, Alberta, Canada, has made a habit of leaning into such commitments, and SC&RA took note of it at the 2024 Annual Conference in Austin, Texas. NexGen Transportation earned both the Transportation Safety and Transportation Zero Accident Awards for the 2024 year.

Health, Safety and Environmental Manager at NexGen, Holly Jones, explained that their safety culture is actually a company culture. "I believe that principle really sets us apart," she said. "It's hands-down one of the best cultures I've been around. You find it in the office, the field, in the shop ... and I think it contributes to both safety and the overall success of the organization."

Jones acknowledged that the approach isn't necessarily rocket science. "Everyone

here really cares about each other. As a result, there are a lot of personal relationships that have been established – and with that comes cohesion, focus and, truthfully, a lot of happy people."

In the 15 years that Jones has been working in safety, she emphasized that NexGen walks the walk more than any company she's been associated with. "Management lives and breathes it – safety is undeniably top-down here. They have their finger on the pulse, and leadership would never ask someone to do something they wouldn't do themselves. It goes a long way, and I think that empowers the workers to want to do well, and even pay it forward."

Shared belief

Employee empowerment is also a part of the mission at McNally-Nimergood Co., a family-owned SC&RA member company based in Saginaw, Mich., that achieved safety wins in the Crane & Rigging Zero Accidents, Crane & Rigging Safety and

Crane Operator Safety categories at the Annual Conference.

"One of the things most important to us is that our employees are confident in their ability to stop work and make sure they're doing things safely – and they know we've got their back with the customer, every time," said Marketing Director Meghan McNally-Wininger. "It's the nature of our business as a rental fleet – so we educate and inform them completely, and prepare them with all the equipment they need."



McNally-Wininger, Marketing Director, McNally-Nimergood Crane Rentals.



SC&RA member company McNally-Nimergood took home recent SC&RA safety awards for Crane & Rigging Zero Accidents, Crane & Rigging Safety and Crane Operator Safety.



McNally-Nimergood President, Jeff McNally, presents an SC&RA Operator Safety Award to LTM 1450 operator, Eric Prenzler.



The team at McNally-Nimergood embodies the family-company spirit, and believes it instills a collective sense of safety and care throughout the company.



NexGen Transportation practices a top-down cultural approach to safety that empowers workers to strive for success, and pay it forward.

Leadership at Olori Crane Service understands the long-term value of supporting and protecting qualified personnel, especially in a time when good workers are harder to find.



It gives them confidence, which allows them to do their job in a way where they have control and don't feel a need to take unnecessary risks."

McNally-Wininger believes that being a family company with around 40 employees often means that people know each other better, work alongside each other more – and share a collective sense that absolutely everyone needs to make it home every day.

"Everyone here is very close – so winning awards like this for safety means we all win," she explained. "And it motivates us, inspires us even, to be recognized – but more than that, it urges us to keep working for each other. It's a reminder that we're in this together."

Winning formula

At Brasfield & Gorrie, LP (Birmingham, Ala.), daily practices to ensure a safety-first culture include: incorporating operators and drivers in daily safety meetings; holding company-wide quarterly safety meetings; performing daily and weekly equipment safety inspections; and asking for daily input.

The formula has paid off – the company represents a unique example of an SC&RA member engaged mostly in crane operations, winning an award for driver safety, which it was presented with at the Annual Conference.

According to Director of Crane Operations, JR Moran, "To be recognized among the best for safety performance is a tremendous honor – for both our driver and for us. It allowed us to come alongside SC&RA as an organization and recognize safety while also celebrating our employee."

Moran also knows that, while recognition, and the focus that garners it, is paramount to success in both construction and transport, continued education is just as important when it comes to safety. "Workforce development – training the next generation – it's imperative, and more challenging than



Olori Crane Service took home both a Crane & Rigging Zero Accidents and a Crane & Rigging Safety award at the SC&RA Annual Conference.

JR Moran, Director of Crane Operations, Brasfield & Gorrie.

ever," he indicated. "The work continues to become more complicated and diversified. Providing the necessary training and experience to equip the next generation to make proper decisions and impact the industry in a positive way are some of the things employers face."

Ronald Olori, Jr., Vice President at Olori Crane Service Inc., in Nanuet, N.Y., agreed. "As we are all aware, construction has been struggling with a shortage of young people entering the industry," he said. "This has created a lack of qualified personnel who understand the potential hazards in the crane and rigging business. Which makes it all the more important to identify any potential hazards, beginning with the planning stages through completion of the work."

Productive milestones

Olori Crane Service took home both a Crane & Rigging Zero Accidents and a Crane & Rigging Safety award at the Annual Conference. Olori, Jr., believes



Ronald Olori, Jr., Vice President, Olori Crane Service Inc.

that part of the reason for this recognition is because his company doesn't just treat safety as a "check the box" item on a compliance form. "We look at it as safety first out of genuine concern for the health and wellbeing of our employees and the customers we work for and with. We also involve all parties and personnel participating in the work. It's much easier to get people to buy into the hazard-analysis plan if they are involved in the process from the beginning."

That said, Olori, Jr., noted, "It's always good to have positive affirmation – recognition from your industry peers who know what it takes to not only develop but implement and have all levels buy in to the safety culture."

Added Jones, "... Recognition can be different for different people. Some like a big moment, while others are more reserved. We make a point to recognize everyone involved, especially the boots on the ground – the guys doing the work. These awards are theirs."

As for the aforementioned buy-in, Jones underscored, "Safety is getting better in recent years, though it's tough. But these days, I find myself talking more with people about whose life they might have saved simply by being safe today and paying attention to safe practices."

"When you walk the walk, you may cause others to pay more attention and think about hazards in their own day-to-day, which could save them or those around them from an accident, or worse. We'll never truly know those numbers, because they're not measurable – we only measure the injuries and accidents. So the positive recognition, the affirmation, is so important – as well as using it as a milestone to build upon and aim for in the future."

Learn more about SC&RA awards at scranet.org/awards. Submissions open in January.

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Laura Schoefer and **Tyrone Silva**

discuss recent legislation in West Virginia that introduces caps on damages for commercial auto claims and how operators can potentially benefit.

Capping damages

West Virginia's SB 583 is a milestone, capping damages for commercial auto claims.

In a significant legislative development, West Virginia enacted Senate Bill 583, introducing caps on damages for commercial auto claims. This landmark bill represents a pivotal shift in the state's approach to commercial auto liability, aligning it more closely with the needs of heavily insured commercial fleets. There are approximately 34,000 West Virginians working in the trucking industry, with close to 85% of the state's communities entirely dependent on trucks to transport goods. As such, West Virginia was a prime state to pass legislation of this type, despite recent similar efforts failing elsewhere. Understanding the nuances and implications of SB 583 is essential for commercial operators.

Overview of SB 583

Senate Bill 583, signed into law by Governor Jim Justice, places caps on non-economic damages in commercial auto claims. Specifically, the bill limits the compensation plaintiffs can receive for pain and suffering, emotional distress, and other non-economic damages to

\$5,000,000 for each occurrence. This applies regardless of the number of claims advanced against a defendant in a commercial auto suit. The cap is intended to curb excessive payouts that can often result from juries' subjective assessments of non-economic harm, providing more predictability and stability for defendants. The law took effect on July 1, 2024, and applies to litigation filed thereafter.

It is important to note that the law contains several caveats, which limit its application. Notably, the law is inapplicable if the defendant does not maintain at least \$3,000,000 in commercial motor vehicle coverage for each occurrence in a personal injury/wrongful death civil lawsuit.

The law also does not apply to drivers found at the time of an incident to have operated a commercial motor vehicle while under the influence of any controlled substance (including drivers having an alcohol concentration of .04% or higher), drivers who refused to submit to drug/alcohol testing, drivers found with willful/wanton disregard for the safety of people/property, or to drivers who engaged in distracted driving or carrying without special permission loads in excess of the maximum gross vehicle weight rating established under state or federal regulations.

The law also contains an inflation provision, which provides that the \$5,000,000 limit on compensatory damages for noneconomic losses will be reviewed annually for inflation adjustments up to 150%, starting in January 2026.

Implications for Commercial Auto Operators

Despite the limitations, SB 583 offers several key advantages for commercial auto operators. Specifically:

POTENTIAL PREMIUM STABILITY: With caps on potential damages, insurers will potentially be able to stabilize premiums to commercial auto operators. The reduced risk of exorbitant payouts translates to cost savings for businesses operating large fleets.

IMPROVED RISK MANAGEMENT: The ability to better predict and manage potential liabilities allows commercial operators to allocate resources more efficiently. This financial predictability supports long-term business planning and investment.

ENHANCED OPERATIONAL STABILITY: The reduced risk of facing crippling non-economic damage awards contributes to the overall stability and sustainability of commercial operations. This stability is crucial for businesses that rely on consistent and manageable operating costs.

The next frontier

As with any new law, the plaintiff bar will undoubtedly attempt to find ways to circumvent the protections the jurisprudence was designed to afford. With SB 583, the plaintiffs' bar is likely to exploit the law's exclusion pertaining to willful or wanton disregard for the safety of property and people. This exclusion, which lifts the cap on damages in cases where the defendant's conduct is deemed particularly egregious, presents a potential loophole.

THE AUTHORS

With more than 20 years' experience of legal expertise, 14 years of claims leadership, and a deep understanding of legal tort reform, **Laura Schoefer** is vice president of claims

for NBIS. **Tyrone Silva** is assistant vice president of risk management for NBIS.



Proactive risk management

In the world of commercial driving, safety is paramount. This new legislation makes a robust over-the-road safety program even more critical. There are three pillars to a successful over-the-road safety program including: training and continuing education, record keeping, and investment in technology.

- 1 TRAINING AND CONTINUING EDUCATION:** Over-the-road safety training and continuing education programs must encompass a wide range of topics such as defensive driving techniques, accident avoidance, distracted driving awareness, hours-of-service regulations, fatigue management, and load securement. These programs are designed to equip drivers with the knowledge and skills necessary to navigate the roads safely and efficiently.
- 2 RECORD MAINTENANCE:** Keeping up-to-date records – from pre-trip inspections, drivers' logs, permits needed for the route, bridge weight and size restrictions and training completion records, it is all potential evidence. By taking ownership over your record keeping companies can maintain control over the narrative should claims rise to the level of litigation.
- 3 LEVERAGING TECHNOLOGY:** Leveraging technology like telematics to identify unsafe drivers and bad driving habits before accidents occur is a proactive approach to manage fleet safety. Investment in dash cameras to quickly assess fault is likely one of the most cost-effective investments a company can make.

Plaintiffs' attorneys will undoubtedly aggressively frame their cases to fit within this exclusion, alleging that defendants acted with a deliberate or reckless disregard for safety to circumvent

the cap on non-economic damages. By emphasizing and substantiating claims of willful or wanton conduct, the plaintiffs' bar will attempt to secure larger awards for their clients, thereby undermining the

predictability and cost-containment goals that SB 583 seeks to achieve. Commercial operators are the frontline defense against this approach and must be vigilant in partnering with both their internal risk managers and the risk management services provided by their insurers to counter these tactics. Meticulous training and driver safety programs will be paramount to avoiding any misconduct which could give rise to such allegations.

Plan ahead

West Virginia's passage of SB 583 marks a significant step forward in reforming the state's approach to commercial auto liability. By capping non-economic damages, the bill provides a more balanced and predictable legal framework that benefits commercial auto insureds. Insureds should be able to navigate claims with greater certainty and enjoy enhanced financial stability. To realize the full potential benefits of SB 583, it is critical that commercial auto operators partner with risk management to develop and enforce driver safety programs to prevent and defeat allegations of willful or wanton conduct. ■

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Introducing NCCCO's Board of Directors for 2024-2025.

Leadership lineup on NCCCO board



Stephanie Wood,
President



Mike Heacock,
Vice President



Beth O'Quinn,
Secretary/Treasurer

The Board of Directors of the National Commission for the Certification of Crane Operators (NCCCO) is pleased to announce the industry leaders who will serve CCO during 2024–2025.

The Board of Directors elected the following individuals to officer positions for three-year terms effective July 1, 2024.

Elected to the office of President is **STEPHANIE WOOD** (Terex Cranes, Nicholasville, KY). Wood has been a member of the Board since 2019 and previously served as Vice President and Secretary/Treasurer.

Elected to the office of Vice President is **MIKE HEACOCK** (Morrow Equipment Co., LLC, Salem, OR), who previously served as Secretary/Treasurer. Heacock has been a member of the Board since 2021.

Elected to the office of Secretary/Treasurer is **BETH O'QUINN** (Specialized Carriers & Rigging Association, Fairfax, VA). She has been a member of the Board since 2022.

PETE LAUX (Kiewit Corporation, Omaha, NE) has assumed the position of Immediate Past President. Laux has served on the Board

since 2016, and he's served on the Board in all capacities, having been Secretary/Treasurer 2020–2021, Vice President 2021–2022, and President 2022–2024.

WILLIAM "HANK" DUTTON (Travelers, Southport, NC) has been

elected Chairman, Commissioners.

The term of previous Past President **TIM WATTERS** (Hoffman Equipment Co., Piscataway, NJ) has ended, and CCO gives him a grateful "Thank you" for his service on the Board since 2011. He served as Secretary/Treasurer 2018–2020, Vice President 2020–2021, President 2021–2022, and Immediate Past President 2022–2024.

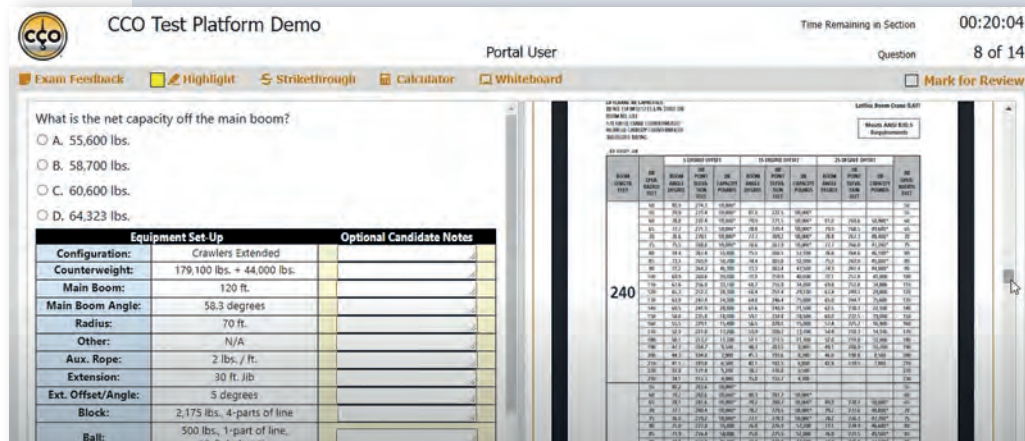
ELLIS VLIET (Turner Industries, retired) completed his term as Chairman, Commissioners and was elected to the Board, while **WILLIAM (BILL) DAVIS** (Zurich Services Corp., Richmond, VA) was elected to another term.

Other Board members are **DOUGLAS LACROIX** (Cianbro Equipment, Pittsfield, ME) and **CHRISTOPHER TREML** (IOUE, Washington, DC).

Improving testing

In response to feedback from the user community, we have changed the screen layout for the CCO testing platform. In the updated system, users can now independently scroll the exam on the left and any applicable references in a separate window on the right.

Candidates are encouraged to familiarize themselves with how the software works, so CCO has prepared a demonstration video, available on YouTube at www.nccco.org/platformdemo. Additionally, once candidates are logged into their myCCO portal, they have an opportunity to answer some demo questions using the software so that they understand exactly how to interact with the system.



CCO Test Platform Demo

Portal User

Time Remaining in Section: 00:20:04

Question: 8 of 14

Exam Feedback Highlight Strikethrough Calculator Whiteboard Mark for Review

What is the net capacity off the main boom?

☐ A. 55,600 lbs.

☐ B. 58,700 lbs.

☐ C. 60,600 lbs.

☐ D. 64,323 lbs.

Equipment Set-Up		Optional Candidate Notes
Configuration:	Crawlers Extended	
Counterweight:	179,100 lbs. + 44,000 lbs.	
Main Boom:	120 ft.	
Main Boom Angle:	58.3 degrees	
Radius:	70 ft.	
Other:	N/A	
Aux. Rope:	2 lbs. / ft.	
Extension:	30 ft. / lb.	
Ext. Offset/Angle:	5 degrees	
Block:	2,175 lbs. 4-parts of line	
Ball:	500 lbs. 1-part of line, 10-ft. below tie	

240

Table with 10 columns: Boom Length (ft), Boom Weight (lbs), Counterweight (lbs), Main Boom (ft), Main Boom Angle (deg), Radius (ft), Other (ft), Aux. Rope (lb/ft), Extension (ft), Ext. Offset/Angle (deg). Rows show various configurations and their corresponding net capacities.



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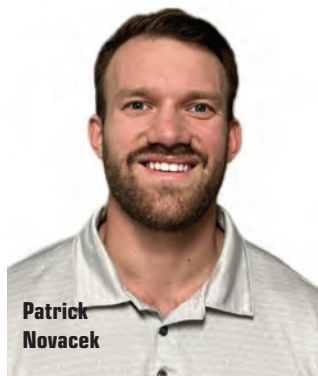


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Omega Morgan grows business development team

Omega Morgan appointed three new members to the company's business development team, including two directors of business development and a sales representative/project manager.

Patrick Novacek joins Omega Morgan as a sales representative/project manager, based out of the Pacific Northwest. Novacek has a background in construction, and his goal with Omega Morgan is to



Patrick
Novacek



Michael
Richards

optimize client experiences by providing safe and efficient solutions, particularly in the semiconductor manufacturing space.

Michael Richards has been appointed as a new director of business development at Omega Morgan. Richards comes to the company from the Port of Portland where, for the past nine years, he has worked extensively with Omega Morgan on the planning, receiving and transporting of breakbulk and project cargo.

Based out of Charlotte, North Carolina, Brian Evans has been named a director of business development at Omega Morgan. Evans has over 15 years of experience in project planning, operations, contracts, and business development. His goal with Omega Morgan is to provide end-to-end, full-service solutions for customers, as well as to continue expanding Omega Morgan's markets and presence in the U.S. and Canada.

"We're thrilled to add such

exceptional talent to our team," said Tony Lanham, vice president of sales and marketing, Omega Morgan. "Patrick, Michael and Brian will be critical to Omega Morgan's continued focus on providing customers with the best possible service and solutions."



Brian Evans

Kito Crosby promotes Hird

Peter Hird has started a new position as commercial and business development lead at Kito Crosby.

Hird has been involved in the crane and lifting business for 40 years, starting out at the family business Peter Hird & Sons in 1983, and progressing into specialist lifting and rigging project management. In 2004, he became managing director of Peter Hird & Sons, and subsequently also Valla Cranes UK, Valla Cranes USA and Compact Lifting Group.

In 2015, Hird and Ben Windass launched Blokam after seeing a gap in the market for a camera system that would

fit to the hook block of many types of cranes. Following the 2021 sale of Blokam to The Crosby Group, Hird was appointed as business development director.



Peter Hird

In February 2023, The Crosby Group, a provider of lifting and rigging solutions, and Kito Corporation, a manufacturer of material handling equipment with 90 years of experience in the development and production of hoists and cranes, completed their business combination. The company continues to pioneer technologies and solutions for safer operations in a wide range of industries, from construction and cargo control to energy and entertainment. Leading brands include Kito, Crosby, Harrington, Gunnebo Industries and Peerless.

EVENTS DIARY

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2025

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February 11-17
Power Gen
Dallas, TX
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February 18-20
SC&RA Specialized Transportation Symposium
Charlotte, NC
scranet.org

JAMES GRAHAM

has been appointed regional manager at **Cropac USA**. He spent the last seven years establishing the Cropac B.C. Branch.



UK-based spreader beam manufacturer **Modulift** has named **MALCOM PEACOCK** as its new group business development manager. His new role will focus on enhancing the visibility of Modulift's brands.

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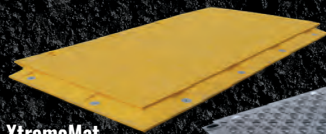
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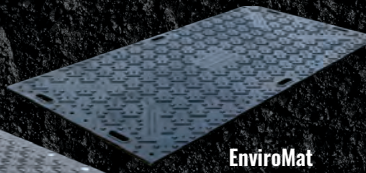


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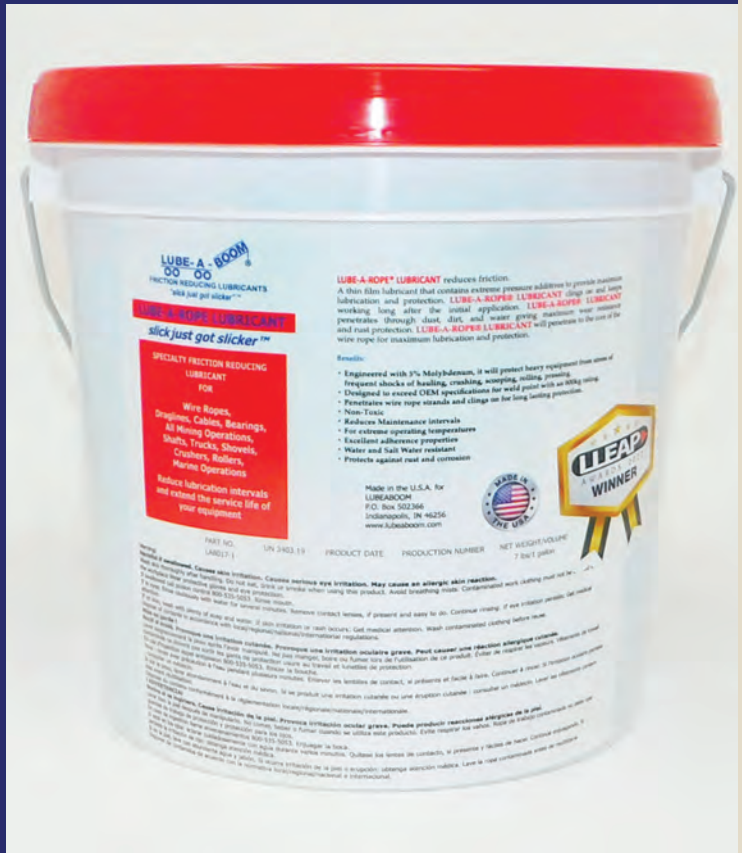
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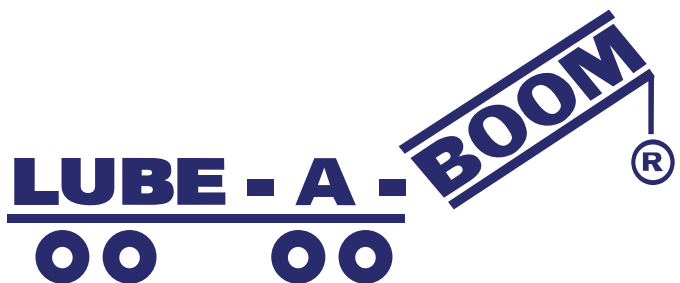


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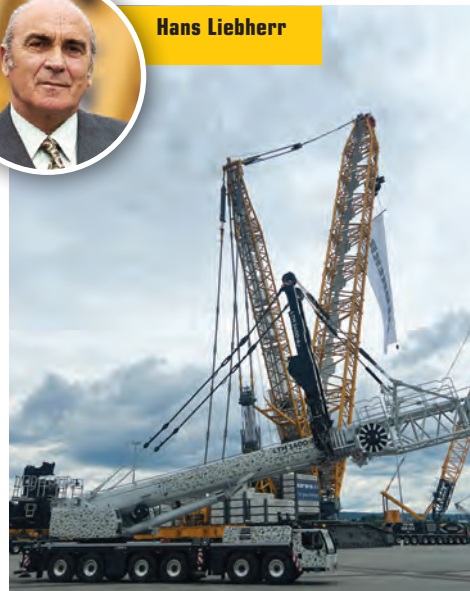
While the company produces a wide range of cranes, Liebherr Group has 13 product segments in a number of industries, including earth moving, material handling, mining, maritime, concrete, aerospace and transport, gear technology and automation

systems, refrigeration and freezing and mechanical and hydraulic components. Liebherr operates six world class hotels in three countries.

The Liebherr Group also finished the 2023 business year with a record revenue of €14,042 million (\$15,011,529.89 million). Compared with the previous year, this represents a revenue growth of €1,453 million (\$1,553, 213 million) or 11.5 percent for the company. The Group achieved

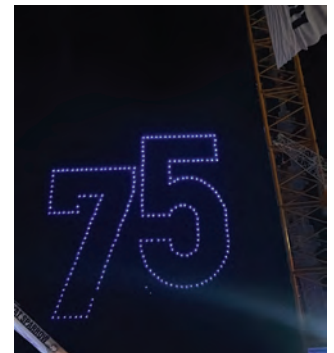


Hans Liebherr



The Customer Days also concluded with a festive drone show, which paid tribute to the company's milestone anniversary.

To commemorate the company's 75th anniversary, a celebratory wrap decorated the new LTM 1400-6.1 crane that was unveiled at the 2024 Customer Days.



these years later, and despite its size, Liebherr is still a family business. The Liebherr Group's holding company, Liebherr-International AG, is currently managed by descendants in the second and third generation.

The company coined this anniversary as "75 years of moving forward." Liebherr is a company that has and always held a strong commitment to innovation – a value that has served it well as it has expanded into the global player it is today.

increased revenues in 11 of its 13 product segments.

Family ties

Today, the Liebherr Group employs more than 50,000 workers in over 50 countries and on every continent. All

The active family shareholders (from left to right): Patricia Rüf, Sophie Albrecht, Jan Liebherr, Stéfanie Wohlfarth, Philipp Liebherr, Johanna Platt, Isolde Liebherr and Willi Liebherr.





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